

# AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, DECEMBER 29, 1860.

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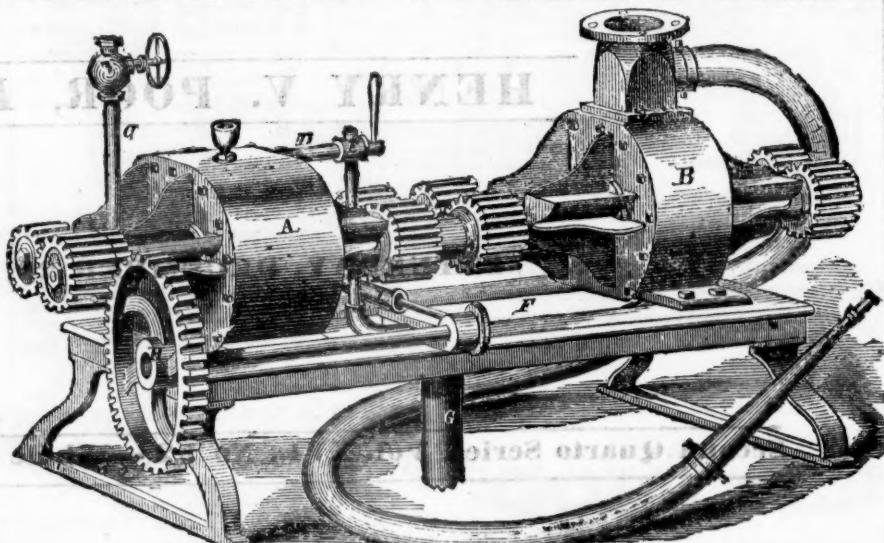
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## American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. NO. 9 SPRUCE ST.

New York, Saturday, December 29, 1860.

### The Pacific Railroad Bill.

This bill as it passed the House on the 22d provides for one to start from some point of Nebraska, opposite to the state of Iowa, and another to start from a point in Kansas, opposite to the State of Missouri, the two converging at a point not more than 200 miles from the Missouri river, thence proceeding by a single trunk line on the nearest and best route to San Francisco or the navigable waters of the Sacramento, passing in the vicinity of Salt Lake City. The second road is also to consist of two converging lines, resting upon Fort Smith, (Arkansas,) and the Western border of Louisiana, uniting with the South Pacific Railroad, chartered by the State of Texas, and terminating at San Diego.

The bill provides for chartering the company and granting the usual powers with the right of way through the public domain, and 200 feet of land on each side of the road; also every alternate section of land for six sections in width on each side for 200 miles from each terminus, and every alternate section to twice that distance for the remainder of the route—other lands to be selected in case those designated shall have been preempted. On the completion of the railroad

and telegraph for fifty consecutive miles, Messrs. Erastus Corning, Samuel R. Curtis, and Samuel M. Felton are constituted a Board of Commissioners to examine and report upon the work to the President of the United States, who is thereupon to issue patents for the lands granted, and so on as each fifty miles shall be opened. As soon as 250 miles are ready for opening, the Secretary of the Treasury is directed to issue United States bonds to the amount of \$15,000 per mile for the last fifty miles, and thereafter at the same rate for every mile of road constructed. These bonds are to be of a denomination of not less than \$1,000 each, to bear interest at the rate of five per cent. per annum, and be redeemable at the expiration of thirty years. On completion of the entire work an additional sum in bonds of \$10,000 per mile for the whole line is to be given by the general Government, the whole to constitute a first and only mortgage on the road, its equipment and all other property.

The work is to be commenced within one year from the passage of the act, and built at the rate of not less than 100 miles per annum, the whole to be completed by the 4th of July, 1876, the hundredth anniversary of our national independence.

Assuming that with the aid sought from Government, sufficient means can be raised to build the road, and that the central, including the fork lines, will be 1,800 miles long, its cost to the nation at large would be about as follows:

|  |            |
|--|------------|
| Right of way.....                            | \$107,000  |
| 3,600 sections of land for 600 miles.....    | 2,890,000  |
| 12,000 sections of land for 1,000 miles..... | 9,800,000  |
| Bonds for 1,400 miles at \$15,000.....       | 21,000,000 |
| Bonds for 1,800 miles at \$10,000.....       | 16,000,000 |

\$49,587,000

This, it will be seen, is equal to \$31,000 per mile, in round numbers, three-fourths of it being simply a loan or payment in advance for services to be performed by the company.

### Lehigh Valley Railroad.

The receipts of this company in November were about \$57,000, and the gross receipts for the year will be about \$880,000, showing an increase over the receipts of 1859, of \$150,000. The net profits of the company are estimated to be about thirteen

per cent. and have been wholly expended in permanent improvements.

### Population of Maryland.

The following table will show the census returns of the State of Maryland, together with the comparisons of the census which was taken in the year 1850. It will be observed that as far as Baltimore city and Howard county are concerned, there cannot be any comparison made, for the reasons that the returns of the seventh census made an aggregate of both Baltimore city and the county, and since that time Howard county was established by an act of the General Assembly of the State, being formed from sections of Anne Arundel and Baltimore counties.

| Counties.             | Free Inhabitants. |         | Slaves. |        |
|-----------------------|-------------------|---------|---------|--------|
|                       | 1860.             | 1850.   | 1860.   | 1850.  |
| Alleghany .....       | 28,680            | 21,633  | 844     | 724    |
| Anne Arundel .....    | 18,179            | 16,642  | 7,870   | 11,249 |
| Baltimore .....       | 51,450            | .....   | 8,170   | .....  |
| Calvert .....         | 8,889             | 8,630   | 4,518   | 4,486  |
| Caroline .....        | 10,409            | 6,096   | 739     | 808    |
| Carroll .....         | 23,559            | 18,667  | 802     | 975    |
| Cecil .....           | 22,391            | 15,472  | 951     | 844    |
| Charles .....         | 8,846             | 5,655   | 9,618   | 9,584  |
| Dorchester .....      | 16,204            | 10,747  | 4,128   | 4,232  |
| Frederick .....       | 43,681            | 33,314  | 3,248   | 3,913  |
| Harford .....         | 21,747            | 14,413  | 1,813   | 2,166  |
| Kent .....            | 10,781            | 5,616   | 2,568   | 2,627  |
| Montgomery .....      | 18,085            | 9,485   | 5,363   | 5,114  |
| Prince George's ..... | 10,856            | 8,901   | 11,658  | 11,510 |
| Queen Anne .....      | 11,817            | 6,986   | 4,177   | 4,270  |
| St. Mary's .....      | 8,684             | 6,228   | 6,550   | 5,842  |
| Somerset .....        | 19,976            | 18,886  | 5,097   | 5,588  |
| Talbot .....          | 11,077            | 7,084   | 3,756   | 4,184  |
| Washington .....      | 23,122            | 26,980  | 1,126   | 2,090  |
| Worcester .....       | 16,555            | 12,401  | 3,602   | 3,444  |
| Howard .....          | 10,521            | .....   | 2,894   | .....  |
| Baltimore city .....  | 211,824           | 174,863 | 2,213   | 2,718  |

It will be perceived that the increase of population in the State for the last ten years is 145,631. The decrease in the number of slaves is 4,986; decrease of deaths 3,224, and the increase in the number of dwellings 23,859. It is worthy of remark that the above returns are complete and compiled from the official returns, with the exception of Alleghany county, in which several small precincts in the mountain region of the county are yet to hear from. The total amount of the population in the State is 731,565, whilst that of the year 1850 was 588,084.

**Industrial Resources of Boston.**

We copy from the Boston *Transcriber* the following summary of the number of establishments, amount of capital employed, value of articles used, and the yearly products, in each ward in that city:

| Wards. | No. of Establishments. | Capital Employed. | Materials used. | Products.    |
|--------|------------------------|-------------------|-----------------|--------------|
| 1      | 12                     | \$467,000         | \$700,000       | \$1,211,000  |
| 2      | 58                     | 1,802,000         | 2,620,000       | 4,669,000    |
| 3      | 812                    | 2,308,000         | 5,065,000       | 8,405,000    |
| 4      | 218                    | 2,484,000         | 3,474,000       | 7,258,000    |
| 5      | 12                     | 62,000            | 78,000          | 256,000      |
| 6      | 48                     | 120,000           | 341,000         | 509,000      |
| 7      | 77                     | 969,000           | 2,501,000       | 8,697,000    |
| 8      | 69                     | 889,000           | 573,000         | 1,979,000    |
| 9      | 7                      | 28,000            | 166,000         | 135,000      |
| 10     | 62                     | 374,000           | 865,000         | 888,000      |
| 11     | 30                     | 780,000           | 558,000         | 2,270,000    |
| 12     | 42                     | 2,617,000         | 3,473,000       | 6,710,000    |
| Total. | 987                    | \$12,845,000      | \$19,852,000    | \$87,947,000 |

The following table gives the number of men and women employed, and the amount of monthly pay received:

| Wards. | Pay of Men. | Pay of Women. |
|--------|-------------|---------------|
| 1      | 245         | 69,020        |
| 2      | 1,908       | 52,890        |
| 3      | 2,730       | 100,680       |
| 4      | 2,599       | 78,430        |
| 5      | 115         | 5,000         |
| 6      | 260         | 8,500         |
| 7      | 1,120       | 35,100        |
| 8      | 727         | 37,000        |
| 9      | 49          | 8,700         |
| 10     | 535         | 18,000        |
| 11     | 737         | 49,000        |
| 12     | 2,385       | 69,400        |
| Total. | 18,410      | \$471,700     |
|        |             | 4,309         |
|        |             | \$68,403      |

It will be seen by the above that the monthly pay roll for the manufacturing establishments of the city is, for men \$471,700 : for women \$68,403. This amounts to \$6,481,206 a year. The above does not include the great building interest of the city. The aggregate of products, as will be seen, is \$87,947,000, but there are some omissions, which would have swelled the amount to upwards of \$40,000,000. One important omission is that of the great Boston Gas Company, which employs a large number of men, and annually produces gas to a heavy amount in value.

**Phoenix Iron Co.**

The creditors of this company held a meeting in Philadelphia on the 20th inst. The company asked an extension of one year from Dec. 18, 1860, payable in full, with interest from maturity of new, at the rate of 9 per cent. per annum. This proposition was quite satisfactory to the creditors, who unanimously accepted it. By this arrangement, the works will be continued in full and active operation. The assets of the company are nearly a million and a half in advance of its liabilities, the figures being as follows:

Liabilities of Phoenix Iron Company....\$303,008  
Liabilities of David Reeves & Son.....157,821

Total.....\$464,889  
Assets, including real estate.....1,922,656

Surplus after paying liabilities...\$1,467,817  
The suspension of the Phoenix Iron Company is attributable solely to the political troubles in

the South, from which section of the country large amounts are owing. Notwithstanding these difficulties, however, the company is now executing several orders for the Southern States.

**Journal of Railroad Law.****ENGLISH DECISION AS TO WHAT CONSTITUTES NEGLIGENCE: DUTY OF RAILROAD COMPANIES AS TO FENCES.**

The case of *Marfell vs. The South Wales Railway Company* recently came up in the Court of Common Bench in England. The cause arose upon the question as to what, under the circumstances of the case, was the duty of the company in reference to the closing of a certain gate in a fence which they had erected along the side of their road ; and whether the leaving of it open, by which the plaintiff's horse was killed, was such negligence as rendered the defendants amenable to the plaintiff in an action against them for damages.

Besides their own road the defendants were also owners of a tramway, running parallel thereto, and separated therefrom by a fence, also their property, which was continued down to a certain point, where the said tramway crossed the railway ; at this point the defendants had placed swinging gates, which it was proved were always open. The plaintiff, being licensed by the defendants, to use the tramway on payment of tolls, was proceeding with two horses drawing certain trains along the tramway, when a train approaching upon the railroad, the fore horse took fright, rushed through the open gate upon the line, and was killed by the engine.

Upon this state of facts the Court held that the defendants were liable to the plaintiff for damages, on the ground of negligence. The following are the opinions of two of the Justices. It appears however, that a dissenting opinion was given by the Chief Justice.

WILLIAMS J. I think the facts show the liability of the defendants. It appears that it was part of the constitution of the tramroad of the defendants, which the plaintiff, together with the rest of the public, was invited by the defendants to use, on payment of toll, that some swing gates should be placed across it at the point where it crossed the railway, in order to seclude the tramroad from the railway, and prevent the perilous position in which horses would be placed who were drawing tram wagons on the tramroad when they approached that point, if there was an open communication between the tramroad and the railway. In order to make the gates available for this purpose, they ought to be kept shut except when the transit of tramway wagons going along the line required that they should be temporarily opened. The tramroad being thus constituted, I think every one who uses it has a right, on payment of toll to expect, and a duty thereupon arises on the part of the defendants, that, as owners of the tramroad and recipients of the toll, they shall employ ordinary care and diligence in the management of the gates, in order that they may afford that security which they are ostensibly intended to afford to those who are using the tramroad. The jury have, in effect, found that the defendants neglected that duty by negligently leaving the gates open at the time when they ought to have been shut, and that the loss of the plaintiff's horse was occasioned by that neglect of duty. It has been argued that, as

the plaintiff himself admitted in his evidence that whenever he saw the gates they were open, it ought not to be inferred that he used the railroad on an implied contract that they should be kept shut. But if it was the duty of the defendants towards their customers on the tramroad to use ordinary care and diligence in keeping the gates duly shut, as part of the constituent safeguards of the tramroad held out as such to those who should use it, they are not, I apprehend, the less liable for the consequences of a breach of that duty, because to the knowledge of the plaintiff they have been guilty of previous breaches.

BYLES, J. I am of opinion that the plaintiff is entitled to keep his verdict. The railway, the parallel tramway for horses, and the fence between them, are all the property of the defendants. The fence appears to have had no other purpose than the protection of persons using the tramway. There is in the fence a gate, which is opened for the use of the defendants ; the defendants or other persons claiming under them, but not the plaintiff, have a right to open it ; the defendants, for reward, license the plaintiff to use the tramway being so fenced ; the defendants negligently leave the gate open ; the foremost of the plaintiff's team of horses, alarmed by the noise of an approaching train, is driven by fright through the open gate on to the railway and killed. Conceding that the negligence found against the defendants amounts to no cause of action, unless they were under a legal obligation to exercise some degree of care in respect of the gate, the question is this, were the defendants bound to exercise any degree of care ? It is not material to inquire what degree, for, whatever the degree, the jury have found that the defendants neglected to exercise it. The facts may be illustrated by a simpler but a parallel case. Suppose the defendants to be owners of a meadow in which there is a deep chalk pit, fenced round by them to prevent cattle falling in, but with a gate in the fence to be used only by the defendants when they should desire to remove chalk from the pit ; suppose the defendants for reward to take in cattle to graze in that meadow, the same question arises ; are the defendants under an obligation to exercise any degree of care in the use of that gate ? It is clear, on the authorities, that they are in the supposed case, bound to exercise care in the use of the gate, and are responsible if they leave the gate open. In the case now before the court, the person using the tramway is equally without control over the gate, for he cannot, without danger, leave his horses in the immediate proximity of the railway by running on before to see if the gate is open, or to shut it if it be open. He requires for his safety a continuous fence ; the continuity of that fence is broken by the defendants opening the gate placed there for the use of the defendants ; the gate is under their control ; they provide the fastenings, and it cannot be touched by the plaintiff without a trespass, except to shut it (if possible) when, by standing open, it is a nuisance in his way. I therefore think the defendants are bound to some degree of care in the use of the gate. That being so, and the jury having found negligence, the damage which the plaintiff has sustained is the proximate and natural result. It was proved that the gate had very often, perhaps generally, been left open ; but I apprehend that evidence shows no more than the habitual negligence of the defendants.

**Dividends and Interest.**

The Cleveland, Columbus and Cincinnati Railroad Company have declared a semi-annual dividend of 5½ per cent. payable February 1. A dividend of 4½ per cent. was paid in July last, making 10 per cent. for the year. The earnings for the year are said to more than justify this liberal division of cash profits.

The Eastern, Mass., Railroad Company have declared a dividend of 2 per cent. payable January 1. This is the first dividend, since the difficulties in which the company became involved by the defalcation of Tuckerman.

The Old Colony and Fall River Railroad Company have declared a semi-annual dividend of 3 per cent. payable January 1.

The Boston and Providence Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Boston and Lowell Railroad Company have declared a semi-annual dividend of 4 per cent., payable Jan. 1, to holders 15th inst.

The Providence and Worcester Railroad Company have declared a semi-annual dividend of 4 per cent., payable Jan. 1.

The Middlesex Railroad Company have declared a dividend of 6 per cent., payable Jan. 1.

The Boston and Maine Railroad Company have declared a dividend of 4 per cent., payable January 1.

The Lehigh Valley Railroad Company have declared a dividend of 4 per cent., payable in stock.

The Panama Railroad Company have declared a semi-annual dividend of 6 per cent., payable Jan. 2.

The Western Railroad bonds of Massachusetts have declared a semi-annual dividend of 4 per cent. payable Jan. 1.

The Hartford and New Haven Railroad Company have declared a quarterly dividend of 8 per cent. payable Jan. 2, to the New York stockholders at the Union Bank.

The Worcester and Nashua Railroad Company have declared a dividend of \$2 50, payable Jan. 7.

The interest due Jan. 1st on the bonded debt of Virginia, will be paid in this city at the Bank of the State of New York.

The interest on the Ohio State stocks will be paid at the office of the Ohio State Agency, 25 William St., from the 1st to the 15th of January.

The interest on the third mortgage bonds of the New York and Erie Railroad Company, which became due Sept. 1st, will be paid upon presentation to the receiver, in Erie Place. This leaves no over-due interest, except on 4th and 5th mortgage bonds.

The interest on the public debt of Iowa, due Jan. 1, will be paid by Messrs. Atwood & Co.

The interest due Jan. 1 on the Minnesota \$250,000 8 per cent. State loan will be paid by Messrs. Clark, Dodge & Co., 51 Wall St.

The interest due Jan. 1, on the State debt of Indiana will be paid by Messrs Winslow, Lanier & Co.

The interest on the debt of North Carolina will be paid at the Bank of the Republic.

The January interest on Green Co., Ills., bonds, and the Joliet and Chicago Railroad bonds will be paid by M. K. Jesup, & Co.

The interest on the bonds of the Central Militia

Tract, Chicago and Aurora, and Chicago Burlington and Quincy Railroad Companies, maturing January 1, 1861, will be paid by the Bank of Commerce in New York.

The coupons of the Jackson County, Ohio, bonds due on the 1st of January, will be paid after that date at the Ocean Bank in this city.

Interest coupons of the Third Mortgage Bonds and bonds of 1872 of the Harlem Railroad will be paid on and after Jan. 2, 1861, at the Treasurer's office, corner Twenty-sixth street and Fourth avenue.

The interest due on the bonds of the Cleveland and Toledo Road, due 1st January, will be paid at the Corn Exchange Bank.

The Metropolitan Bank has declared a dividend of 4 per cent. payable January 7. The Bank of America 3½ per cent. payable Jan. 2. The Grocers Bank 3½ per cent. payable Jan. 2. The Peoples Bank 3 per cent. payable Jan. 2. The Bank of North America 3½ per cent. payable Jan. 7. The Mechanics Bank 4 per cent. payable Jan. 2. The Tradesman Bank 4 per cent. payable Jan. 8. The Merchants Bank 3½ per cent. payable Jan. 2. The Merchants Exchange Bank 3½ per cent. payable Jan. 2. The Bank of New York 3 per cent. payable Jan. 2. The Seventh Ward Bank 5 per cent. payable Jan. 2. The Chemical Bank a quarterly dividend of 6 per cent. payable Jan. 2. The Broadway Bank 5 per cent. payable Jan. 2. The Manufacturers and Mechanics Bank 3½ per cent. payable Jan. 2. The Atlantic Bank of Brooklyn 5 per cent. payable Jan. 2. The Bank of Brooklyn a semi-annual dividend of 5 per cent. payable Jan. 2.

The Long Island Insurance Co., has declared a dividend of 10 per cent. payable Jan. 2. The American Fire Insurance Co., an interest dividend of 3½ per cent. payable Jan. 2. The Commonwealth Insurance Co., 6 per cent. payable Jan. 2. The Goodhue Fire Insurance Co., 6 per cent. payable Jan. 2. The Neptune Fire Insurance Co., 3½ per cent. payable Jan. 2. The Mercantile Mutual Insurance Co., 3½ per cent. payable Jan. 2. The Great Western Marine Insurance Co., 3½ per cent. payable Jan. 2. The Mercantile Fire Insurance Company 6 per cent. payable on the 2d January.

**Covington and Cincinnati Bridge Company.**

A called meeting of this company was recently held in Cincinnati, at which the President, John W. Finnell, Esq., presented the following statement which was read and accepted:

|                                  |              |
|----------------------------------|--------------|
| Construction .....               | \$253,769 92 |
| Due on stock .....               | 98,081 92    |
| Real estate .....                | 19,685 73    |
| Thirteen city bonds .....        | 13,000 00    |
| Due from city of Covington ..... | 28,762 43    |
|                                  | \$413,300 00 |
| Receipts from all sources .....  | \$294,952 74 |
| Disbursements .....              | 321,020 69   |
|                                  | \$26,067 95  |
| Resources of the company .....   | \$163,071 93 |
| Indebtedness do .....            | 36,280 76    |

Balance.....\$126,791 17  
—mostly payable in material and service if the work progresses. A committee was appointed to consult with the directors as to the best practical plan for securing the benefits of the bridge enter-

prise, and to report at an adjourned meeting to be held on the 27th inst.

**The Southern Railroad.**

We learn from Robert C. Green, Engineer of the Southern Railroad Company, that all the iron is laid on the track between Vicksburg and Meridian, the termini of the road, except about two miles between the Chunkey and Tallahatta bridges, and that portion would have been also laid at least by the 20th of December, but for the recent heavy freshet which considerably damaged the bridge work in progress, on the eastern end of the road. Notwithstanding this unavoidable detention in track laying, Mr. Green hopes he will have the road ready to take the members of the Convention all the way from Meridian to Jackson, by the 7th of January, when that body meets. It may now be confidently asserted that in a few short weeks, the Southern Railroad, in all its length of about 140 miles, to its junction with the Mobile and Ohio Railroad, at Meridian, running due east through the counties of Warren, Hinds, Rankin, Scott, Newton, and Lauderdale, all in the State of Mississippi, will be a completed road, with an ample equipment of engines and cars, required for the business of the finished road. The credit of building this highly important road is strictly due to its able and indefatigable President, our distinguished fellow-citizen Wm. C. Smedes. No man in the State, undertaking a public work of such magnitude under such disadvantages, has rendered such an amount of valuable and lasting service to the State as he has in the development of its resources, the increase of its population, wealth and social advantages, and for which he is entitled to the eternal gratitude of Mississippi.

There are fifteen cities and villages on the line of the road, viz; Vicksburg, Bovina, Edwards, Bolton, Clinton, Jackson, Brandon, Pelahatchie, Morton, Forest, Lake, Newton, Hickory, Chunkey and Meridian. The eight last named are just springing into life. The oldest of these new stations, Morton, has rapidly grown into the full proportions of a highly respectable village, driving a heavy and brisk mercantile business, shipping its thousands of bales of cotton. By its manifestations of thrift and improvement, with an enterprising population it bids fair to at least retain, if it does not advance beyond its present importance.

Forest, the next station, ten miles east of Morton, has grown with astonishing rapidity. Twelve months ago it had not a single house, now it presents a commanding appearance, and is a place of considerable business, and will ship six or seven thousand bales of cotton next crop, with the prospect at no distant day of being the county seat of Scott county, in the place of Hillsboro'. The other depots farther east, are brand new places. All of them would be good points for business, some of them destined to improve rapidly and become important interior towns, containing at no distant day from 500 to 5,000 inhabitants. Meridian, the eastern terminus of the road, and the future county seat of Lauderdale county, will at once become the most important of all the stations on the road, and will no doubt far outstrip them in rapid settlement, vigorous growth, and permanent prosperity.

We are gratified to learn that the company will be prepared to pay its semi-annual interest debt due on the first of January, notwithstanding the great financial calamity that is now oppressing the whole country. We predict for this road an extraordinary amount of prosperity. How can it be otherwise? In less than a year Alabama will join rails with it at Meridian. The remaining disjointed links necessary to make a continuous railway from Vicksburg to Savannah and Charleston, are being cared for and worked upon with a determined purpose to close those gaps in the shortest possible time, so as to bind together the cotton States on the thirty-second degree of latitude and connect the Southern Atlantic sea coast and cities, with the Mississippi river and the fertile lands lying West of it, and with Texas and California. The peculiar organization of the Southern railroad company gives it very great advantages over any

other road that we know of—its directors are its proprietors; the largest interest they have, is their railroad interest; they are not like ordinary boards of railroad directors, having but a trifling amount stock add being willing to act as the agents of the stockholders merely for the honor of the station, and the privilege of riding free. The gentlemen who are the managers of this road have invested largely of their private means; not one them owns less than one hundred thousand dollars of the stock, some a quarter of a million, and some upwards of a half million. It necessarily follows, that they all feel the deepest interest in the judicious management and well doing of the road, bestowing on it their watchful attention and deep solicitude, and the natural consequence is, that the protection and advancement of every interest of the company will be carefully looked after by the several large proprietors, thereby ensuring the maintenance of the road and machinery in the best and most effective condition; a strict accountability and judicious economy in every department, and the adoption of such a line of policy as to operate the road to the greatest advantage of both the owners and the public.

There will be a very great increase of travel North and East over the Southern railroad as soon as the Mobile and Ohio Railroad reaches Corinth, on the Memphis and Charleston road. Passengers leaving Vicksburg or any point East of it on the line of the Southern Railroad, will take the cars of the Memphis and Charleston road for the Eastern cities, also for Nashville, Louisville, &c. The Mobile and Ohio road expects to reach Corinth some time in January next. The company here will sell through tickets and check baggage through to all points by that route.—*Vicksburg Whig, Dec. 18th.*

#### Oswego and Syracuse Railroad.

The earnings from operations of this road for the fiscal years ending September 30, 1859 and 1860, were as follows:

|               | 1859.        | 1860.        |
|---------------|--------------|--------------|
| Passengers    | \$63,112 87  | \$59,581 16  |
| Freight       | 40,609 49    | 56,639 21    |
| Mails         | 3,041 40     | 3,041 95     |
| Miscellaneous | 2,388 84     | 404 12       |
| Total         | \$109,152 60 | \$119,666 44 |

The expenses of 1859 and 1860 compare as follows:

|                       | 1859.       | 1860.       |
|-----------------------|-------------|-------------|
| Maintaining road      | \$11,882 56 | \$14,664 75 |
| Repairs and machinery | 10,705 64   | 11,138 48   |
| Operating road        | 25,734 99   | 29,114 69   |

Total..... \$48,323 19 \$54,917.82  
Increase in receipts in 1860..... \$10,513 84  
Increase in expenses..... 6,594 63

|               | 1859.     | 1860.     |
|---------------|-----------|-----------|
| Capital stock | \$396,340 | \$396,340 |
| Funded debt   | 213,500   | 213,500   |
| Floating debt | 10,875    | 4,875     |

|   | 1859.        | 1860.     |
|---|--------------|-----------|
| Total                                       | \$620,715    | \$614,715 |
| Cost of road and equipment to September 30, |              |           |
| 1860.....                                   | \$791,001 72 |           |
| Do. to 1859.....                            | 775,677 37   |           |

Increase..... \$15,324 35

#### Newport and Fall River Railroad.

At a meeting of this company recently held in Newport, the charter of incorporation was accepted and adopted with its amendments. The following are the names of officers chosen: Directors—David Buffum, Benjamin Finch, Joseph I. Bailey, William C. Cozzens, Oliver Chace, and at a subsequent meeting of the Directors, Benjamin Finch was elected President, and David G. Cook, Sec'y and Treasurer.

Gen. ROBERT SAUNDERS of Williamsburg, Va., has been elected President of the Richmond and York River Railroad Company, vice Alex. Dudley, Esq., who declined a re-election.

Mr. L. R. SARGEANT, formerly of St. Louis, and well known as a Railroad Superintendent and Engineer, died at Bristol, Pennsylvania, on the 3d inst.

#### Brooklyn City Railroad.

The annexed statement is compiled from the annual report of this company for the year ending, Sept. 30, 1860:

|  |                      |
|--|----------------------|
| Capital stock .....                                      | \$1,000,000 00       |
| Debt, total .....  | 180,000 00           |
| Cost of road and equipment, by last report .....         | 1,064,107 36         |
| Cost of road and equipment by present report .....       | 1,265,225 96         |
| Length of road built, 4½ miles.                          |                      |
| Number of four-wheel city cars seat-ing 20 persons, 141. |                      |
| Number of omnibus cars, 17.                              |                      |
| Number of passengers carried, 10,477,984.                |                      |
| Exp's of maintaining road \$8,535 72                     |                      |
| Exp's of operating road. 401,246 61-\$405,959 33         |                      |
| Earnings from passeng's. \$511,470 19                    |                      |
| Other sources .....                                      | 9,284 99 520,855 18  |
| Payments—  |                      |
| Operating expenses .....                                 | \$409,959 33         |
| Dividends 8 per cent .....                               | 80,000 00            |
| To surplus fund .....                                    | 31,552 98-521,855 16 |
| Total am't of surplus fd, Aug. 1, 1861. 119,756 08       |                      |

#### Philadelphia and Baltimore Central R. R.

This road was opened to Oxford on the 22d inst. Oxford is a thriving village of Delaware county, Pa., situated near the head waters of the Elk river, and about five miles from the Maryland line. A little over one-half of the road is now completed, and the friends of the enterprise are in strong hopes of finishing the work to Baltimore within the next two years.

#### The Steamship John P. King.

This vessel which was destroyed by fire at our wharves a short time since, was nearly ready to make her first trip from New York to Charleston.

The *Courier* published in the latter city says:

The South Carolina Railroad and Georgia Railroad Companies owned stock in this ship to the amount of \$15,000, and about 72,000 were owned in this city, and the remainder by Spofford, Tilden & Co. of New York. The ship was estimated at \$220,000 in cost, and there are policies sufficient to replace nearly that amount.

The committee of the Charleston Stockholders in the New York and Charleston Steamship Line have returned from New York, and report that the line will be continued, and that no obstructions are expected on account of any action of the State of South Carolina. Assurances have been given that all necessary conditions will be met.

#### Pensacola and Georgia Railroad.

The bridge over the Suwannee river, the only gap on this road, was finished on Friday, the 7th instant, and the train from Tallahassee passed over it that evening, thus connecting the cities of Jacksonville, on the St. Johns, and St. Marks, on the Gulf, with a continuous railway communication. The completion of this link is of considerable consequence to our city. At nearly all the stations west of Columbus on the Suwannee, large quantities of cotton were awaiting shipment, most of which would find its way to the east over this new channel, and will find shipment at Jacksonville or Fernandina, to New York, Charleston, or Savannah. The entire distance from Tallahassee to Jacksonville is 166 miles, and from St. Marks to Jacksonville 186 miles, and the time between St. Marks and Savannah will be reduced to 21 hours by the new schedule, which will go into effect in a few days.—*Savannah Republican.*

#### Revenues of the Island of Cuba.

According to the official report recently published, the public revenues collected by the Treasury department during the month of October last, amounted to \$1,417,833 12—being for *Rentes Maritimas* \$779,920 98, and for *Rentes Terrestres* \$637,412 14. During October, 1859, they were \$825,990 97 and \$635,890 88 respectively. The decrease in the former is \$46,069 98, with an increase in the latter of \$1,521 25—the total decrease being \$44,548 78.

#### Growth of Connecticut.

The following table gives a summary of the new census as complete as practicable, and will interest the public:

| Counties.  | 1840.   | 1850.   | GAIN.  | 1860.   | GAIN.  |
|------------|---------|---------|--------|---------|--------|
| Hartford   | 55,629  | 69,957  | 14,328 | 90,065  | 20,108 |
| N. Haven   | 48,619  | 65,588  | 16,969 | 97,462  | 31,874 |
| N. London  | 44,463  | 51,812  | 7,349  | 61,832  | 10,020 |
| Fairfield  | 49,917  | 59,775  | 9,858  | 77,685  | 17,917 |
| Windham    | 28,080  | 31,081  | 3,001  | 34,618  | 3,538  |
| Litchfield | 49,448  | 45,258  | 4,805  | 47,866  | 2,613  |
| Middlesex  | 24,879  | 27,216  | 2,337  | 31,086  | 3,870  |
| Tolland    | 17,980  | 20,091  | 2,111  | 21,224  | 1,133  |
|            | 810,015 | 870,782 | 60,758 | 461,838 | 91,065 |

The gain for the last ten years is greater than for fifty years, from 1790 to 1840.

#### Steam Fire Engines.

We copy the following report of a committee of citizens, made to, and adopted by the City Council of Columbus, Ohio, in relation to a Steam Fire Engine, built for that city by Messrs. Silsby, Mynderse & Co., of Seneca Falls, New York, of which C. W. Copeland, Esq., Civil Engineer, No. 122 Broadway, N. Y., is agent. The committee, after a careful examination of the engine, and trials of its working, unanimously submitted the following report:

The rotary principle as here applied together with the improvement in the construction and capacity of the pump, have in the opinion of the committee, fully obviated the many long existing objections to rotary engines and pumps for this service; and the committee feel that it is due the makers of this engine to say that the material used in her construction, and the workmanship meet their unqualified approbation; the machine being a masterpiece of mechanism. The power and capacity are beyond doubt, adequate to any emergency, as the number and variety of the severest trials and tests to which the engine has been subjected, have fully demonstrated.

With great simplicity and durability, it combines power to an almost incredible degree, and yet working without friction, labor or movement of carriage, is under instant and perfect control, giving spectators and operatives the fullest confidence in their security; sensitive to one of the sudden mishaps incident to the service for which the engine was constructed and is so well adapted. These are considerations deserving of special mention by the committee.

The activity, also, with which this engine can be handled, only two horses being required to move it with great rapidity to any part of the city, is to be taken into account; nor is it unreasonable to say that the usual number of men composing a hand engine company can, in good time and with great facility run it to fire, should the horses at any time be found disabled.

The committee here express their obligations for the prompt and satisfactory responses of the manufacturers to a call of the city for a first-class steamer. The early delivery of one in charge of the senior of the firm, Mr. Silsby, whose experience and personal services during the two days trial and experiments with the engine, have been as valuable to the committee as their intercourse

with that gentleman has been agreeable. No trial, however severe, has been suggested that he has not promptly and cheerfully acquiesced in, and proposed others of importance as showing the power and adaptation of the steamer for service here where the river is likely to be for many years the dependence for water in case of fire. This engine has not only power to supply from the river, but has demonstrated a capacity for throwing from the river on to the church at Third and State streets.

The committee, with an unanimity not common, and an unusual degree of confidence, recommend the purchase of this steamer, and as the city is to be supplied with two, suggest to the Council the purchase of another of a corresponding construction, power, size and weight of the same makers.

The conditions of the agreement in the case requiring a certificate from the committee for publication, the following is annexed as part of the report:

The undersigned committee on the examination and trial of one of Messrs. Silsby, Mynderse & Co.'s Steam Fire Engines, certify that the conditions of the agreement by and between the City of Columbus, Ohio, and the said firm of Silsby, Mynderse & Co., of Seneca Falls, N. Y., for a first-class Steam Fire Engine, have, by the party of the second part, been fully complied with, and the engine now here in the service of the city is such a one as is provided for in said agreement.

JOHN MILLER,  
Chief Fire Department.

JOHN S. HALL, } Committee of  
CHAS. AMBOS, } Practical  
WM. A. GILL, } Engineers.  
J. W. OSGOOD,

A statement of the various tests to which the engine was subjected accompanied the report.

The following resolution was then offered by Mr. Riley of the City Council and unanimously adopted:

WHEREAS, The Council, by resolution passed on Monday evening, Nov. 19, 1860, instructed the Standing Committee of the Fire Department to purchase, immediately, two first-class steam engines, and one hand machine equipped; and,

WHEREAS, A committee of practical engineers, citizens of Columbus, have presented a unanimous report in favor of the steamer manufactured by Messrs. Silsby, Mynderse & Co., which machine has been on exhibition and trial several days, since which time, the expression favorable to increase of steam power in lieu of hand engines, is found to be quite general. Therefore be it

*Resolved*, That so much of the resolution instructing the purchase of a hand engine, &c., be, and is hereby rescinded, and a first-class steamer for hard service be substituted; provided such substitution, or change, does not involve an expenditure greater than the sum contemplated by said resolution for the purchase of a hand engine; and provided further, that a contract giving terms and conditions shall first be submitted and confirmed by the Council.

#### New York and Erie Railroad.

The report of the Receiver of the Erie Railroad for the year ending Sept. 30 last has been made public. The total earnings for the year have been \$5,180,321, expenses of all kinds, \$3,352,915, net earnings \$1,827,406, of which the interest on the mortgage debt, and rents of connecting roads consumed \$1,508,539, leaving \$310,818 78 to apply to the interest on the unsecured bonds amounting to \$6,660,500. This is equal to about 4 1/4 per cent. The gross increase in the traffic of the road over the previous year was \$698,172 38, of which \$688,473 97 was in freight. The increase of net earnings was \$388,425 65. The increased expenses are \$308,348 of which \$92,026 is for freight cars, \$71,155 is for fuel, \$21,128, for track repairs, &c.

The following is a statement in detail of the operations of the road for the year:

| Earnings                          | 1860.          | 1859.          |
|-----------------------------------|----------------|----------------|
| From freight.....                 | \$3,884,343 54 | \$3,195,869 57 |
| From passengers....               | 1,180,957 55   | 1,154,083 53   |
| From mails.....                   | 98,144 91      | 97,851 62      |
| From other sources .....          | 16,875 70      | 34,344 60      |
| Total earnings....                | \$5,180,321 20 | \$4,482,149 32 |
| Exp's. incl'g. taxes 3,352,915 30 |                | 3,043,168 87   |

Net earnings.... \$1,827,405 90 \$1,438,980 35

#### Office and Station Expenses.

|                                 |          |          |
|---------------------------------|----------|----------|
| Office expenses and stationery. | \$44,158 | \$39,881 |
| Agents and clerks.....          | 199,046  | 142,583  |
| Labor, loading, unloading ..... | 186,802  | 129,798  |

#### Cost of Running.

|                                   |         |         |
|-----------------------------------|---------|---------|
| Porters, Watchmen, Switchmen..... | 41,998  | 45,633  |
| Wood and water st'n attend'ce.    | 6,626   | 7,258   |
| Fuel, first cost and labor....    | 423,446 | 362,291 |

Passenger conduct's, baggage and brakemen..... 67,182 67,786

Freight cond'rs and brakemen. 125,080 33,098

Pass. enginemen and firemen. 61,739 60,932

Fre't. enginemen and firemen. 133,619 103,594

Oil and waste for Pass'r engine and tender..... 15,117 16,684

Oil and waste for freight engine and tender..... 35,397 29,175

Oil and waste for Pass'r and baggage cars..... 3,168 2,695

Oil and waste for freight cars. 21,238 19,442

#### General Expenses.

Loss and damage of goods and baggage..... 16,058 7,990

Damages for injuries to persons 1,242 3,707

Damage to property..... 298 12,818

General Superintendence.... 47,296 52,343

Contingencies..... 47,284 61,895

#### Repairs of Engine and cars.

Engines and tenders passenger 82,471 84,659

Engines and tenders freight.. 172,668 158,552

Passenger and baggage cars.. 97,917 101,922

Freight cars..... 313,262 221,235

Tools and machinery in shops 27,334 20,465

Incidental expen's about shops 24,461 22,817

#### Repairs of track and Roadway.

Road bed..... 66,821 126,029

Track..... 765,826 735,696

Fences, gates, &c..... 23,184 20,208

#### Repairs of Structures.

Truss bridges..... 46,672 46,022

Pass., wood and water stations 30,581 33,151

Engine and car houses mach'y and workshops..... 4,344 13,218

#### Memorandum.

Gross earnings for year ending Sept.

30, 1860..... \$5,180,821 70

Transportation expen's

63.24 per cent..... \$3,276,995 48

Taxes..... 75,920 32

Fuel destroyed by fire. 1,560 70

Disc't on currency &c. 3,747 32

Lake Erie propellers. 2,739 97-3,360,963 79

Net earnings for the year 1860... \$1,819,357 91

Int'st on mortg'e debt (\$19,691,500.)

same time..... 1,370,139 13

Leaving..... \$449,218 78

From this deduct for

Rent of Union Railroad. \$83,400 00

Rent of Chemung R. R. 30,000 00

Rent of Elmira, Jefferson

and Canandaigua R. R. 25,000 00- 138,400 00

Leaves applicable to int. on \$6,660,-

500 of convert. and sink'g f'd bonds \$310,818 78

RECEIVER'S CASH ACCOUNT, from Aug. 16, 1859 (date of Receivership), to Sept. 30, 1860 thirteen and a half months.

Receipts from all sources..... \$7,286,733 12

#### DISBURSEMENTS.

Paid labor performed and supplies furn'd, previous to Aug. 16, 1859. 535,444 52

Paid ticket balances..... 11,496 86

Paid rent of railroads..... 44,549 85

Paid old acceptances—Post office certificates pledged..... 44,000 00

Paid on judgment rendered before appointment of Receiver..... 96,020 41

Paid on tax. of State of Penn., year '58 10,000 00

Total..... \$741,510 14

Paid labor and supplies, incurred since August 16, 1859..... \$3,485,529 72

Paid taxes incur'd since Aug. 16, '59 65,920 82

Paid R. R. iron used in repairs of road Aug. 16, 159—10,077 tons..... 354,856 08

Paid ticket balances, Aug. 18, 1859. 82,386 06

Paid charges on fre't, Aug. 16, 1859. 1,027,814 66

Paid construc'n work, Aug. 16, 1859 241,068 62

Paid rent of railroads, Aug. 16, 1859 142,217 31

Paid Long Dock Company for int'at. 97,855 89

Paid expenses of foreclosing mortg's. 52,119 90

Paid int. on 1st & 2d mortg'e bonds\* 696,920 00

Total..... \$6,249,152 45

Grand total..... 6,990,862 59

Balance of cash on hand.... 296,070 53

\*One year's interest on the 3d mortgage bond, amounting to \$420,000, was paid in October, 1860.

#### MATERIALS AND FUEL ON HAND.

Fuel..... \$215,789 26

Piermont shop..... 73,577 17

Susquehanna shop..... 84,915 02

Elmira shop..... 16,509 44

Dunkirk shop..... 29,864 41

Bridge shop..... 8,666 47

Materials on Line..... 182,376 49

Oil and waste..... 2,165 52

Car Inspection department, Eastern Division..... 21,135 44

Car Inspection Department, Western Division..... 11,860 73

Printing Office..... 9,021 70

Total..... \$655,881 65

The following is a statement of the monthly earnings and expenses for 1859 and 1860:

1860. 1859.

Traffic. Expen's. Traffic. Expen's.

October... \$473,775 \$262,179 \$457,924 \$308,843

November. 499,427 279,221 446,101 295,601

December. 409,131 307,124 383,426 280,420

January... 336,391 241,869 309,250 212,028

February.. 303,279 223,172 300,999 195,857

March.... 426,470 239,236 372,287 216,299

April.... 462,816 286,366 374,476 234,457

May.... 419,991 279,603 345,612 261,084

June.... 401,560 282,140 330,766 266,862

July.... 371,256 291,517 319,955 237,791

August.... 477,883 306,424 378,555 253,885

September. 598,341 354,064 462,797 277,242

Total... \$5,180,821 3,352,915 4,482,149 3,048,169

#### Ninth Avenue Railroad.

The condition of this company at the close of the fiscal year, Sept. 30, 1860, was as follows:

Capital stock..... \$800,000 00

Amount stock subscribed..... 799,200 00

Amount stock paid in..... 795,360 00

Cost of road and equipment..... 397,832 56

Length of road built, in miles..... 44

Number of cars..... 42

No. of pass'gers carried... 1,984,341

Expenses of maintaining the road... 2,061 74

Expenses of repairs of machinery... 2,367 27

Expenses of operating the road.... 81,834 37

Earnings from passengers..... 99,217 07

Payments for transportation..... 70,968 72

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.**

An asterisk (\*) occurring in the column headed "Rolling-Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

| Years ending. | Railroad.  |                           |                        | Equipment.                      |          |            | Abstract of Balance Sheet. |          |                |                |                            |                        |                           |                |  |  |            | Road operated, incl. road leased, etc. |            |                  | Earnings. |           |         |        |         |         |
|---------------|------------|---------------------------|------------------------|---------------------------------|----------|------------|----------------------------|----------|----------------|----------------|----------------------------|------------------------|---------------------------|----------------|--|--|------------|--|------------|------------------|-----------|-----------|---------|--------|---------|---------|
|               | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Cars.                           |          |            | Property and Assets.       |          |                |                |                            |                        | Liabilities.              |                |  |  |            | Road operated, incl. road leased, etc. |            |                  | Earnings. |           |         |        |         |         |
|               | M.         | M.                        | M.                     | Road in progress, or projected. | Engines. | Passenger. | Freight, etc.              | Railroad | Appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Total, incl. all other assets and liabilities. | Milesage run by locomotives with trains. | Gross.     | Net.                                   | Dividends. | Price of shares. |           |           |         |        |         |         |
| Companies.    |            |                           |                        |                                 |          |            |                            |          |                |                |                            |                        |                           |                |  |  |            |  |            |                  |           |           |         |        |         |         |
| 30 Jun. '59   | 65.0       | -----                     | 50.6                   | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 23 Feb. '59   | 30.8       | -----                     | 58.1                   | 2                               | 2        | 19         | -----                      | -----    | -----          | -----          | -----                      | -----                  | 877,953                   | 503,500        | 105,255  | 1,515,704                                | 54.0       | 101,102                                | 37,866     | -----            | -----     |           |         |        |         |         |
| 31 May. '59   | 109.6      | -----                     | 57.8                   | 11                              | 9        | 102        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 335,010                   | 109,500        | 21,832   | 518,965                                  | 30.3       | 55,791                                 | 31,852     | -----            | -----     |           |         |        |         |         |
| 30 Jun. '59   | 57.0       | -----                     | 171.3                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,067,006                 | 777,777        | 240,485  | 2,476,023                                | 109.6      | 207,626                                | 111,232    | -----            | -----     |           |         |        |         |         |
| 1 Apr. '60    | -----      | -----                     | 67.2                   | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | 57.0       | 236,791                                | 21,006     | -----            | -----     |           |         |        |         |         |
| 31 Dec. '59   | 542.9      | 13.5                      | 168.5                  | 25                              | 18       | 361        | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 29 Feb. '60   | 88.5       | 28.4                      | -----                  | -----                           | 23       | 14         | 288                        | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 5 Dec. '59    | -----      | -----                     | 209.5                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 600,000                   | 650,000        | -----  | 1,030,957                                | -----      | 76,773                                 | 21,006     | -----            | -----     |           |         |        |         |         |
| 30 Nov. '58   | 38.8       | -----                     | 301.4                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 30 Dec. '59   | 22.5       | -----                     | 107.5                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 553,877                   | *              | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 1 Aug. '59    | 23.9       | 1.9                       | 3                      | 4                               | 34       | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 30 Sep. '59   | 122.4      | 10.8                      | 75.1                   | 16                              | 20       | 250        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 335,842                   | 50,873         | -----  | -----                                    | -----      | -----                                  | -----      | 73,826           | 27,892    | 6         |         |        |         |         |
| 31 Aug. '59   | 61.4       | 10.6                      | 64.5                   | 18                              | 21       | 302        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 3,903,455                 | 302,511        | 1,810,500                                      | 319,444                                  | 4,323,922  | 122.4                                  | 333,500    | 152,777          | -----     | -----     |         |        |         |         |
| 31 Dec. '59   | 74.0       | -----                     | 11                     | 11                              | 240      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 3,170,747                 | 264,000        | 102,888  | 2,350,000                                | 984,000    | 16,463                                 | 3,982,432  | 72.4             | 844,772   | 502,579   | 10      |        |         |         |
| 31 Dec. '59   | 57.0       | -----                     | 2.3                    | 7                               | 11       | 182        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 2,439,775                 | *              | -----  | -----                                    | 2,000,000  | 232,000                                | 96,730     | 2,564,623        | 120.0     | 259,860   | 55,227  | -----  |         |         |
| 31 Dec. '59   | 61.0       | -----                     | 3.0                    | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,370,958                 | 207,343        | 7,000  | 1,031,800                                | 287,350    | 29,041                                 | 1,695,018  | 62.0             | 241,330   | 127,505   | 3       |        |         |         |
| 31 Dec. '59   | 46.0       | 9.0                       | 7.0                    | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,851,879                 | *              | -----  | -----                                    | 986,000    | 200,000                                | 61.0       | 107,837          | 20,627    | -----     | -----   |        |         |         |
| 31 Oct. '59   | 66.0       | -----                     | 5.0                    | 7                               | 5        | 106        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,400,000                 | -----          | -----  | -----                                    | 922,500    | 700,000                                | -----      | 59.7             | 90,362    | 90,362    | 5       |        |         |         |
| 31 Mar. '59   | 61.8       | 1.0                       | 63.8                   | 29                              | 72       | 388        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,566,695                 | *              | -----  | -----                                    | 510,900    | 1,052,500                              | 8,872      | 1,575,147        | 66.0      | 119,146   | -----   | -----  |         |         |
| 30 Nov. '59   | 66.0       | -----                     | 8.6                    | 14                              | 17       | 282        | -----                      | -----    | -----          | -----          | -----                      | -----                  | 4,663,222                 | 661,546        | 2,980,839                                      | 2,219,000                                | 2,122,500  | 714,998                                | 14,079     | 2,861,577        | 66.0      | 828,692   | 283,333 | 3      |         |         |
| 31 Oct. '59   | 84.0       | -----                     | 10.0                   | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,547,826                 | *              | -----  | -----                                    | 361,478    | 931,500                                | 112,029    | 1,547,826        | 84.0      | 21,195    | 75,672  | 6      |         |         |
| 31 Oct. '59   | 16.2       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 723,551                   | -----          | -----  | -----                                    | 744,520    | 4,641                                  | 749,171    | 5.0              | -----     | -----     | -----   |        |         |         |
| -----         | 154.2      | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     |           |         |        |         |         |
| 30 Apr. '60   | 32.0       | -----                     | 3.0                    | 18.0                            | 3        | 1          | 6                          | -----    | -----          | -----          | -----                      | -----                  | 552,791                   | 30,586         | 191,485  | 195,000                                  | 76,894     | 619,112                                | 32.0       | 7,857            | 3,535     | -----     | -----   |        |         |         |
| 30 Jun. '59   | 31.8       | -----                     | 2.0                    | 28.6                            | 2        | 1          | 24                         | -----    | -----          | -----          | -----                      | -----                  | 396,310                   | 28,608         | 205,781  | 204,800                                  | 164,070    | 594,886                                | 19.3       | 10,255           | 1,504     | -----     | -----   |        |         |         |
| -----         | 26.5       | 3.9                       | -----                  | 227.0                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 29.4       | -----            | -----     | -----     |         |        |         |         |
| 30 Jun. '60   | 88.7       | -----                     | 16                     | 7                               | 124      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,192,389                 | *              | -----  | -----                                    | 1,250,000  | 126,000                                | -----      | 1,597,335        | 86.7      | 418,036   | 265,827 | 8      |         |         |
| -----         | 59.0       | 30.0                      | -----                  | 133.5                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 30.0       | -----            | -----     | 125       |         |        |         |         |
| 31 Dec. '59   | 87.0       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 1,032,200  | 53.0             | 126,427   | 69,679    | -----   |        |         |         |
| 30 Apr. '59   | 43.5       | -----                     | 23.7                   | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 31.0       | -----            | -----     | -----     |         |        |         |         |
| 30 Nov. '59   | 191.0      | -----                     | 54                     | 28                              | 636      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 5,977,106  | 229.0            | 790,030   | 1,633,947 | 10      |        |         |         |
| 1 Mar. '60    | 71.0       | 61.0                      | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 7,365,665  | 232.0            | 1,154,621 | 544,363   | 8       |        |         |         |
| 30 Nov. '59   | 102.5      | -----                     | 18                     | 16                              | 171      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 1,474,492  | 373,000          | 202,714   | 110,516   | 100     |        |         |         |
| 31 July. '59  | 50.0       | -----                     | 7                      | 2                               | 107      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 774,244                   | 162,534        | -----  | -----                                    | -----      | -----                                  | 686,950    | 249,000          | 7,101     | 1,987,776 | 102.5   |        |         |         |
| 1 May. '59    | 88.1       | -----                     | 3                      | 4                               | 33       | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,838,634                 | 52,373         | -----  | -----                                    | -----      | -----                                  | 1,275,901  | 10,200           | 180,621   | 1,473,140 | 71.6    |        |         |         |
| 31 July. '60  | 100.8      | 16.2                      | 18                     | 22                              | 201      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 3,770,425                 | *              | -----  | -----                                    | 2,921,900  | 396,500                                | 19,913     | 822,913          | 228.8     | 388,853   | 13      |        |         |         |
| 30 Sep. '59   | 189.0      | -----                     | 52                     | 24                              | 705      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 5,901,497                 | *              | -----  | -----                                    | -----      | -----                                  | 136.0      | -----            | 832,343   | 454,541   | -----   |        |         |         |
| -----         | 220.0      | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     | -----     |         |        |         |         |
| 30 Apr. '60   | 158.0      | 26.0                      | 62                     | 31                              | 990      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 10,000,000                | -----          | -----  | -----                                    | 3,500,000  | 4,500,000                              | -----      | 10,000,000       | 220.0     | 1,233,708 | 453,141 | 63     |         |         |
| 31 Dec. '59   | 65.0       | -----                     | 6                      | 14                              | 101      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 6,067,928                 | 1,400,998      | 711,359  | 4,631,540                                | 3,168,000  | 120,000                                | 988,000    | 726,865          | 188,085   | 2,050,065 | 45.0    | 14 mo. | 243,282 | 135,284 |
| 1 Apr. '60    | 194.0      | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 9,344,863                 | -----          | -----  | -----                                    | 75,820     | 9,344,863                              | 194.0      | 10 mo.           | 384,656   | 139,822   | -----   |        |         |         |
| 30 Jun. '60   | 181.8      | -----                     | 58                     | 57                              | 960      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 6,913,554                 | *              | 115,285  | -----                                    | 5,600,000  | 337,000                                | 7,474,049  | 228.4            | 84.0      | -----     | -----   |        |         |         |
| 10 Nov. '59   | 83.2       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 580,000                   | *              | -----  | -----                                    | -----      | -----                                  | 680,000    | -----            | 84.0      | -----     | -----   |        |         |         |
| 31 Dec. '59   | 121.0      | 138.5                     | 73.6                   | 60                              | 63       | 1,360      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 8,027,473                 | 1,311,917      | 211,003  | 6,026,400                                | 3,783,015  | 292,466                                | 10,300,517 | 323,608          | 808,231   | 1,547,561 | 620,328 | 4      |         |         |
| -----         | 57.0       | 175.0                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 5,022,926                 | -----          | 1,600,000                                      | 3,085,426                                | 334,500    | 6,022,926                              | 175.0      | 202,714          | 110,516   | -----     | -----   |        |         |         |
| 31 Dec. '59   | 454.8      | 252.5                     | 113                    | 96                              | 2,308    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 19,674,214                | 3,347,799      | -----  | -----                                    | 10,249,210 | 20,000,000                             | 1,297,277  | 31,596,487       | 708.3     | 1,976,678 | 556,624 | 66     |         |         |
| -----         | 81.5       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     | -----     |         |        |         |         |
| 31 Dec. '59   | 46.0       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,780,295                 | -----          | -----  | -----                                    | -----      | -----                                  | -----      | 148.0            | -----     | -----     | -----   |        |         |         |
| -----         | 46.6       | -----                     | -----                  | 129.0                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | 600,000    | -----                                  | -----      | -----            | -----     | -----     | 125,000 |        |         |         |
| -----         | 58.0       | 186.0                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 1,569,889  | 2,200,000        | -----     | 186.0     | -----   | -----  |         |         |
| 31 Dec. '59   | 100.0      | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | 800,000    | 1,200,000        | -----     | 2,000,000 | 100.0   | -----  | -----   |         |
| -----         | 1.0        | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | -----            | -----     | -----     | -----   |        |         |         |
| 31 Dec. '59   | 103.5      | 39.8                      | 12.2                   | 31                              | 30       | 424        | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | 3,026,903  | 6,035,615                              | 741,040    | 8,866,262        | 208.3     | -----     | -----   |        |         |         |
| -----         | 108.0      | -----                     | -----                  | 73.0                            | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | 1,196,679  | 1,006,125                              | -----      | 108.0            | -----     | -----     | -----   |        |         |         |
| -----         | 29.0       | -----                     | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | -----                     | -----          | -----  | -----                                    | -----      | -----                                  | -----      | 29.0             | -----     | -----     | -----   |        |         |         |
| 31 Aug. '59   | 109.0      | -----                     | 19                     | 21                              | 273      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 2,223,413                 | *              | 2,750  | 986,061                                  | 1,219,100  | 51,772                                 | 2,288,748  | 109.0            | 249,867   | 119,432   | -----   |        |         |         |
| 31 Dec. '59   | 72.4       | -----                     | 23                     | 19                              | 313      | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 1,666,280                 | 244,081        | 25,641   | 611,050                                  | 47,850     | 2,111,059                              | 109.0      | 363,189          | 132,004   | 6         |         |        |         |         |
| 31 Dec. '59   | 89.8       | 20.2                      | -----                  | -----                           | -----    | -----      | -----                      | -----    | -----          | -----          | -----                      | -----                  | 2,497,952                 | 540,043        | 1,889,900                                      | 1,362,284                                | 140,683    | 3,458,108                              | 110.0      | 448,858          | 230,834   | 9         |         |        |         |         |
| 31 Mar. '60   | 84.0       | -----</                   |                        |                                 |          |            |                            |          |                |                |                            |                        |                           |                |  |  |            |  |            |                  |           |           |         |        |         |         |

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad.  |       |                           |                       |                        |  |                                |           |            |                           | Abstract of Balance Sheet. |           |                      |                        |                    |           |              |                        |                |                            | Earnings.                              |                |  |       |            |        |                 |       |       |       |       |
|---------------|------------|-------|---------------------------|-----------------------|------------------------|--|--------------------------------|-----------|------------|---------------------------|----------------------------|-----------|----------------------|------------------------|--------------------|-----------|--------------|------------------------|----------------|----------------------------|--|----------------|--|-------|------------|--------|-----------------|-------|-------|-------|-------|
|               | Main Line. |       | Lateral and Branch Lines. |                       | 2nd Track and Sidings. |  | Road in progress or projected. |           | Equipment. |                           | Cars.                      |           | Property and Assets. |                        |                    |           | Liabilities. |                        |                |                            | Road operated, incl. road leased, etc. |                | Mileage run by locomotives with trains.                |       | Dividends. |        | Price of shares |       |       |       |       |
|               | M.         | M.    | M.                        | M.                    | M.                     | M.                                     | No.                            | No.       | Engines.   | Pasenger.                 | Freight, etc.              | No.       | No.                  | No.                    | No.                | No.       | No.          | Share Capital paid in. | Rolling Stock. | Invested in foreign works. | Bonded and Mortgage Debt.              | Floating Debt. | Balance Total, incl. all other assets and liabilities. | M.    | M.         | Gross. | Net.            | p. c. | p. p. |       |       |
| Companies.    |            |       |                           |                       |                        |  |                                |           |            |                           |                            |           |                      |                        |                    |           |              |                        |                |                            |  |                |  |       |            |        |                 |       |       |       |       |
| 30 Nov.'59    | 36.5       | ----- | -----                     | -----                 | -----                  | -----                                  | 4                              | 4         | 21         | Androscoggin              | 757,831                    | *         | -----                | 151,833                | 444,638            | 160,910   | 757,381      | 36.5                   | -----          | 40,155                     | 24,676                                 | -----          | -----  | ----- | -----      |        |                 |       |       |       |       |
| 31 May.'59    | 55.0       | ----- | -----                     | -----                 | -----                  | -----                                  | 9                              | 10        | 128        | Androscoggin and Kennebec | 2,210,947                  | *         | 27,925               | 497,900                | 1,748,457          | 101,209   | 2,307,566    | 137.0                  | 73,186         | 281,929                    | 89,766                                 | -----          | -----  | ----- | -----      |        |                 |       |       |       |       |
| 30 Jun.'59    | 149.0      | 25.0  | 41                        | 17                    | 349                    | Atlantic and St. Lawrence              | 6,066,375                      | 867,566   | -----      | 2,494,900                 | 3,472,000                  | 9,572     | 5,976,472            | 148.0                  | 429,791            | 545,741   | 150,226      | 6                      | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  |                 |       |       |       |       |
| 30 Jun.'59    | 12.5       | 2.0   | 4                         | 3                     | 45                     | Bangor, Oldtown and Milford            | 244,726                        | *         | -----      | 135,000                   | 40,576                     | 244,726   | 125.5                | -----                  | -----              | 30,830    | Loss         | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 31 Aug.'59    | 63.0       | 9.5   | 8.0                       | 12                    | 11                     | Kennebec and Portland                  | 2,871,264                      | *         | -----      | 1,237,779                 | 1,280,000                  | 271,143   | 2,900,968            | 72.5                   | -----              | 164,516   | 81,895       | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 31 Dec.'59    | 14.0       | ----- | -----                     | -----                 | -----                  | Penobscot                              | 328,412                        | -----     | -----      | 130,497                   | 300,000                    | 75,000    | -----                | -----                  | -----              | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  |                 |       |       |       |       |
| 31 May.'59    | 54.7       | ----- | -----                     | 4                     | 10                     | 96 Penobscot and Kennebec              | 1,611,413                      | 104,019   | 78,014     | 555,228                   | 1,306,800                  | 128,576   | 1,890,604            | 54.7                   | oper. by A.N. & K. | 67,324    | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 31 May.'59    | 51.3       | ----- | -----                     | 11                    | 13                     | 118 Portland, Saco and Portsmouth      | 1,494,792                      | *         | 5,208      | 1,500,000                 | -----                      | -----     | 1,500,000            | 1,513                  | 141,664            | 208,299   | 104,029      | 6                      | 96             | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- |       |       |
| 31 May.'59    | 37.0       | ----- | -----                     | -----                 | -----                  | Somerset and Kennebec                  | 783,768                        | *         | -----      | 169,200                   | 556,600                    | -----     | -----                | 37.0                   | -----              | 55,408    | 28,404       | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 31 May.'59    | 18.5       | ----- | 33.5                      | -----                 | -----                  | York and Cumberland                    | 1,090,000                      | *         | -----      | 370,000                   | 450,000                    | 270,000   | 1,000,000            | 18.5                   | -----              | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| MAINE.        |            |       |                           |                       |                        |  |                                |           |            |                           |                            |           |                      |                        |                    |           |              |                        |                |                            |  |                |  |       |            |        |                 |       |       |       |       |
| 30 Sep.'59    | 279.6      | 7.2   | -----                     | 235                   | 124                    | 3,272 Baltimore and Ohio               | 21,225,164                     | 3,576,251 | 3,606,740  | 10,111,800                | 13,881,833                 | 292,426   | 30,278,877           | 286.8                  | 3,648,814          | 3,618,618 | 1,933,621    | -----                  | 514            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Sep.'59    | 30.0       | ----- | 7.3                       | 167 Washington Branch | 1,650,000              | *                                      | -----                          | 1,650,000 | 300        | 30                        | 187,427                    | 1,842,806 | 30.0                 | 187,427                | 442,219            | 268,540   | 6            | 100                    | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  |                 |       |       |       |       |
| 31 Dec.'59    | 138.0      | 4.0   | 14.5                      | 41                    | 39                     | Northern Central                       | 7,394,293                      | 850,843   | 251,898    | 2,260,000                 | 5,578,800                  | 1,750,441 | 9,007,805            | 218.0                  | -----              | 929,527   | 340,515      | 15                     | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| MARYLAND.     |            |       |                           |                       |                        |  |                                |           |            |                           |                            |           |                      |                        |                    |           |              |                        |                |                            |  |                |  |       |            |        |                 |       |       |       |       |
| 30 Nov.'59    | 21.2       | 2.0   | 6                         | 4                     | 80                     | Berkshire                              | 500,560                        | 100,000   | -----      | 600,000                   | -----                      | 601,360   | 601,360              | oper. rat. by Housat.  | 42,000             | 7         | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 26.8       | 1.8   | 45.6                      | 21                    | 26                     | Boston and Lowell                      | 2,245,247                      | 188,345   | -----      | 1,830,000                 | 440,000                    | 5,365     | 2,671,887            | 28.6                   | 352,512            | 531,477   | 208,798      | -----                  | 100            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 31 May.'60    | 74.3       | 8.8   | 51.3                      | 32                    | 54                     | Boston and Maine                       | 3,846,709                      | 417,233   | 465,758    | 4,076,974                 | -----                      | 134,950   | 4,929,166            | 118.3                  | 553,484            | 915,626   | 450,096      | 8                      | 109            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 47.0       | 7.0   | 22.8                      | 27                    | 210                    | Boston and Providence                  | 2,952,600                      | 207,400   | 70,000     | 3,160,000                 | 174,220                    | -----     | 3,063,138            | 64.0                   | 316,522            | 654,678   | 337,648      | 7                      | 106            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 44.6       | 24.0  | 59.2                      | 30                    | 56                     | Boston and Worcester                   | 2,911,164                      | 427,416   | 100,000    | 4,500,000                 | 29,595                     | 5,751,512 | 83.7                 | 511,046                | 1,067,071          | 311,525   | 7            | 103                    | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 46.1       | 1.1   | 2.7                       | 7                     | 10                     | Cape Cod Branch                        | 907,761                        | 123,864   | -----      | 681,690                   | 190,000                    | 39,499    | 1,092,263            | 47.2                   | 79,456             | 118,726   | 49,374       | 6                      | 124            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 50.0       | 2.4   | 8.9                       | 12                    | 13                     | 331 Connecticut River                  | 1,614,386                      | 187,558   | -----      | 1,591,100                 | 252,500                    | -----     | 1,928,264            | 75.4                   | 177,164            | 271,592   | 138,223      | 4                      | 70             | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 31 May.'60    | 44.1       | 30.5  | 24.4                      | 56                    | 47                     | 429 Eastern                            | 4,134,737                      | 315,165   | 296,103    | 2,935,400                 | 2,030,500                  | 5,028,531 | 120.7                | 699,152                | 343,915            | 304,915   | -----        | 98                     | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 19.9       | 1.3   | 3.6                       | 27                    | 28                     | Essex                                  | 742,592                        | 4,416     | -----      | 299,107                   | 250,261                    | 197,428   | 776,706              | oper. rat. by Eastern. | 11,663             | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 50.9       | 16.8  | 70.9                      | 29                    | 28                     | Fitchburg                              | 3,190,351                      | 350,149   | -----      | 3,540,000                 | 100,000                    | 3,869,729 | 67.7                 | 841,903                | 659,485            | 287,450   | 6            | 98                     | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 14.0       | 2.4   | 3                         | 3                     | 37                     | Fitchburg and Worcester                | 293,655                        | 40,226    | -----      | 214,296                   | 62,900                     | 300       | 333,884              | 26.4                   | 37,245             | 48,768    | 12,795       | 6                      | 98             | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 24.9       | 2.0   | 2.0                       | 37                    | 37                     | Hampshire and Hampden                  | 577,582                        | -----     | -----      | 298,951                   | 303,014                    | 57,065    | 663,030              | oper. by N. H. & N'w   | 28,791             | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 12.4       | 2.3   | 2.3                       | 2                     | 3                      | 27 Lowell and Lawrence                 | 332,383                        | 30,275    | -----      | 200,000                   | 100,000                    | 323,158   | 323,158              | oper. by B. and L'll   | 12,550             | 6         | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 14.6       | 17.1  | 12.1                      | 12                    | 12                     | Nashua and Lowell                      | 558,920                        | 95,688    | 600,000    | 500,000                   | 19,800                     | 564,707   | 21.8                 | 55,881                 | 143,261            | 25,264    | 6            | 113                    | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- |       |       |
| 30 Nov.'59    | 20.2       | 1.6   | 1.0                       | 7                     | 16                     | New Bedford and Taunton                | 494,843                        | 52,644    | -----      | 220,240                   | 221,800                    | 211,698   | 653,533              | 36.0                   | 75,866             | 51,338    | 14,087       | -----                  | 104            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- |       |       |
| 30 Nov.'59    | 26.9       | 2.3   | 2.3                       | 9                     | 44                     | Newburyport                            | 585,279                        | -----     | -----      | 223,176                   | 675,000                    | 2,853     | 901,029              | 8.4                    | 20,888             | 22,531    | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| 30 Nov.'59    | 8.0        | 2.7   | 2.7                       | 1                     | 18                     | Taunton Branch                         | 478,048                        | -----     | -----      | 335,206                   | 210,000                    | 9,864     | 614,060              | oper. by T. and B.     | 5,333              | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           |       |       |       |       |
| 30 Nov.'59    | 6.1        | ----- | 36.5                      | -----                 | -----                  | Troy and Greenfield                    | 3,809,622                      | 207,343   | -----      | 2,214,225                 | 1,003,880                  | -----     | 3,516,865            | 77.0                   | 107,478            | 246,708   | 106,317      | 13                     | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- |       |       |
| 30 Nov.'59    | 69.0       | 8.0   | 5.5                       | 11                    | 8                      | Vermont and Massachusetts              | 9,934,566                      | 1,095,713 | -----      | 5,150,000                 | 6,125,520                  | 208,726   | 13,457,921           | 192.0                  | 1,020,064          | 1,787,068 | 830,148      | 8                      | 113            | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- | ----- | ----- |
| 30 Nov.'59    | 166.1      | 17.3  | 106.8                     | 72                    | 47                     | 1,149 Western (incl. Alb. & W.S. etc.) | 1,187,955                      | 140,962   | -----      | 1,141,000                 | 194,500                    | 862       | 1,403,400            | 45.7                   | 179,490            | 216,444   | 94,244       | 4                      | 60             | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- | ----- | ----- |       |
| 30 Nov.'59    | 45.7       | ----- | 9.3                       | 8                     | 149                    | Worcester and Nashua                   | -----                          | -----     | -----      | -----                     | -----                      | -----     | -----                | -----                  | -----              | -----     | -----        | -----                  | -----          | -----                      | -----                                  | -----          | -----  | ----- | -----      | -----  | -----           | ----- |       |       |       |
| MICHIGAN.     |            |       |                           |                       |                        |  |                                |           |            |                           |                            |           |                      |                        |                    |           |              |                        |                |                            |  |                |  |       |            |        |                 |       |       |       |       |
| 30 Sep.'59    | 57.0       | ----- | -----                     | 27                    | 4                      | 41                                     | Bay de Nopet                   |           |            |                           |                            |           |                      |                        |                    |           |              |                        |                |                            |  |                |  |       |            |        |                 |       |       |       |       |

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad.  |                           | Equipment.             |                                | Companies.                     | Abstract of Balance Sheet. |            |               |            |  |               |   |                               |                |   | Earnings. |         | Dividends.<br>p. c. p. c. | Price of shares. |    |   |   |
|---------------|------------|---------------------------|------------------------|--------------------------------|--------------------------------|----------------------------|------------|---------------|------------|--|---------------|---|-------------------------------|----------------|---|-----------|---------|---------------------------|------------------|----|---|---|
|               | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or Projected. |                                | Property and Assets.       |            | Liabilities.  |            | Road operated, incl. road leased, etc. |               | Mileage run by locomotives with trains. | Gross.                        | Net.           |   |           |         |                           |                  |    |   |   |
|               | M.         | M.                        | M.                     | M.                             |                                | No.                        | Passenger. | Freight, etc. | Engines.   | Passenger.                             | Freight, etc. | Balanced Capital paid in, &c.           | Bonded and Mortgage Debt.     | Floating Debt. | Mileage run by locomotives with trains. | Gross.    | Net.    |                           |                  |    |   |   |
| 30 Sep. '59   | 32.9       | —                         | —                      | 140.0                          | Albany and Susquehanna         | 406,952                    | *          | *             | *          | 404,950                                | \$31,135      | 436,085                                 | 32.9                          | 93,894         | 84,110                                  | 11,215    | ---     | ---                       |                  |    |   |   |
| 30 Sep. '59   | 38.3       | —                         | 3.8                    | 5 12                           | Albany and Vermont             | 1,657,502                  | 136,038    | 439,005       | 1,575,039  | 50,000                                 | 2,592,984     | ope r. by W. easter.                    | —                             | —              | —                                       | 6 100     | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 34.9       | 2.6                       | —                      | 73.6 4 6                       | Albany and West Stockbridge    | 2,392,984                  | *          | 1,000,000     | 1,282,984  | —                                      | —             | —                                       | 37.6                          | 36,838         | 62,941                                  | 32,952    | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 14.8       | —                         | 1.6                    | —                              | Black River and Utica          | 1,156,148                  | 81,405     | 804,648       | 700,000    | 8,168                                  | 1,612,804     | 14.8                                    | 20,847                        | 26,858         | 18,429                                  | 5         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 142.0      | 13.6                      | 18.6                   | 28 32                          | Blossburg and Corning          | 496,661                    | —          | 250,000       | 220,000    | —                                      | —             | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 68.3       | 18.0                      | —                      | 28 34                          | Buffalo, New York and Erie     | 2,150,762                  | *          | 164,200       | 680,000    | 2,592,221                              | 252,142       | 4,206,709                               | 235.0                         | 487,589        | 641,249                                 | 172,321   | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 24.6       | —                         | 38.1                   | —                              | Buffalo and State Line         | 2,467,258                  | 312,738    | 449,000       | 1,934,850  | 1,049,000                              | 1,611,283     | 3,145,213                               | 87.8                          | 370,488        | 848,327                                 | 419,378   | 10 120  | —                         | —                |    |   |   |
| 30 Sep. '59   | 17.4       | —                         | 2.1                    | —                              | Cayuga and Susquehanna         | 1,057,629                  | 37,971     | 687,000       | 411,000    | —                                      | —             | 1,038,000                               | 34.6                          | 61,425         | 59,265                                  | 10,398    | 44      | —                         | —                |    |   |   |
| 30 Sep. '59   | 40.8       | —                         | 2.9                    | 10 8                           | Chemung                        | 400,000                    | *          | 380,000       | 70,000     | —                                      | —             | 450,000                                 | ope r. by N. Y. & E. ceivers. | 24,000         | 6                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | —          | —                         | 63.2                   | —                              | Elmira, Jefferson & Canand.    | 500,000                    | *          | —             | —          | —                                      | —             | 500,000                                 | ope r. by Re.                 | 80,000         | 6                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 17.3       | —                         | 15.0                   | —                              | Erie and New York City         | 287,357                    | *          | 362,741       | 14,000     | 28,716                                 | 396,457       | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 144.0      | —                         | 5.5                    | 52 107                         | Geneesee Valley                | 148,000                    | —          | 175,000       | —          | —                                      | —             | 17.3                                    | 57,065                        | 68,803         | 11,999                                  | 6         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | —          | —                         | 73.8                   | —                              | Hudson and Boston (West'rn)    | 10,205,906                 | 1,182,372  | 3,758,466     | 8,842,000  | 414,644                                | —             | 150.0                                   | 700,224                       | 1,842,636      | 770,096                                 | 40        | —       | —                         | —                | —  |   |   |
| 30 Sep. '59   | —          | —                         | 182.0                  | —                              | Hudson River                   | 74,203                     | —          | 75,771        | —          | —                                      | —             | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 84.0       | 2.5                       | 10.1                   | 8.5                            | I. Ontario, Auburn & N. York   | 2,497,538                  | 178,320    | 2,715,188     | 870,000    | 115,866                                | —             | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                | —  |   |   |
| 30 Sep. '59   | 258.5      | 313.8                     | 211,237                | 3,171                          | Long Island                    | 2,211,659                  | 354,611    | 1,000         | 1,862,715  | 636,997                                | 17,639        | 2,567,270                               | 101.6                         | 248,123        | 334,195                                 | 147,084   | 91      | —                         | —                |    |   |   |
| 30 Sep. '59   | 297.8      | 258.5                     | 219,194                | 2,763                          | New York Central               | 25,164,200                 | 5,257,071  | 588,980       | 24,000,000 | 14,333,771                             | —             | 40,366,005                              | 655.69                        | 3,945,128      | 6,200,848                               | 2,791,419 | 7 76    | —                         | —                |    |   |   |
| 30 Sep. '59   | 446.0      | 19.0                      | 232.6                  | —                              | New York and Erie              | 81,148,015                 | 4,172,192  | 1,811,385     | 11,000,000 | 25,326,508                             | 2,074,765     | 38,401,193                              | 45.0                          | 3,019,000      | 4,282,149                               | 1,040,837 | 34      | —                         | —                |    |   |   |
| 30 Sep. '59   | 130.8      | 2.1                       | 30.9                   | 33 93                          | New York and Harlem            | 7,303,339                  | 684,777    | —             | —          | 5,717,100                              | 5,151,287     | 147,640                                 | —                             | 152.5          | 621,747                                 | 975,883   | 358,792 | 14                        | —                | —  |   |   |
| 30 Sep. '59   | 118.0      | 3.8                       | 17.7                   | 28 8                           | Northern (Ogdensburg)          | 4,067,206                  | 702,079    | 3,077,900     | 1,500,000  | —                                      | —             | 4,700,287                               | 121.8                         | 347,800        | 382,932                                 | 120,860   | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 35.9       | —                         | 2.2                    | 7 6                            | Oswego and Syracuse            | 67,215                     | 100,462    | 336,340       | 213,500    | 10,875                                 | —             | 35.9                                    | 69,759                        | 109,152        | 60,829                                  | 8         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 75.4       | —                         | 2.0                    | 6 4                            | Potsdam and Watertown          | 1,527,072                  | 67,884     | 685,419       | 911,000    | 192,748                                | 1,769,167     | 75.4                                    | 107,046                       | 100,047        | 47,571                                  | —         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 22.2       | —                         | 2.1                    | 5 18                           | Rensselaer and Saratoga        | 743,968                    | 157,057    | 610,000       | 140,000    | —                                      | 901,025       | 46.2                                    | 61,900                        | 235,902        | 108,769                                 | 6         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 18.4       | —                         | 1.3                    | 32.6                           | Rochester and Genesee Valley   | 652,151                    | 1,776      | 567,560       | 150,000    | —                                      | 23,496        | 731,056                                 | 18.4                          | 135,000        | 44,220                                  | 24,661    | 2       | —                         | —                |    |   |   |
| 30 Sep. '59   | 18.0       | —                         | 1.0                    | —                              | Sackett Harbor and Ellisburg   | 371,566                    | —          | 167,486       | 278,400    | —                                      | —             | 18.0                                    | 17,620                        | 12,025         | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 21.0       | —                         | 1.6                    | 2 3                            | Saratoga and Schenectady       | 408,684                    | *          | 300,000       | 85,000     | —                                      | —             | 385,000                                 | ope r. by Ren. a. & Sar.      | 80,150         | 7                                       | —         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 40.9       | 6.6                       | 8.9                    | 9 12                           | Saratoga and Whitehall         | 820,518                    | 74,904     | 500,000       | 395,000    | —                                      | —             | 54.5                                    | 107,006                       | 164,099        | 7,498                                   | —         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | —          | —                         | 13.2                   | —                              | Staten Island                  | 114,015                    | *          | 50,603        | 41,200     | 22,686                                 | 114,489       | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 11.0       | —                         | —                      | —                              | Brooklyn and Jamaica           | 362,856                    | —          | 284,850       | 85,000     | —                                      | —             | —                                       | ope r. by Lo ng Isl.          | —              | 37,560                                  | 9         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 81.8       | 7.1                       | 13 12                  | —                              | Syracuse and Binghamton        | 2,851,292                  | *          | 1,200,130     | 1,643,126  | 146,079                                | 2,989,335     | 81.8                                    | 176,273                       | 196,402        | 112,155                                 | —         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 27.2       | 3.2                       | 7.7                    | 10 6                           | Troy and Boston                | 1,396,826                  | 143,657    | 604,911       | 806,500    | 247,676                                | 1,659,087     | 51.0                                    | 194,921                       | 218,689        | 103,010                                 | 6         | —       | —                         |                  |    |   |   |
| 30 Sep. '59   | 6.0        | 0.1                       | —                      | —                              | Troy and Greenbush             | 294,731                    | —          | 275,000       | —          | —                                      | —             | —                                       | ope r. by oth er Co's.        | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 2.1        | —                         | 2.1                    | —                              | Troy and Utica                 | 732,114                    | —          | 30,000        | 680,000    | —                                      | 732,114       | —                                       | ope r. by oth er Co's.        | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 30 Sep. '59   | 96.8       | 11.0                      | 7 11                   | —                              | Watertown and Rome             | 1,839,787                  | 319,715    | 1,498,500     | 685,000    | 65,688                                 | 2,249,183     | 98.8                                    | 219,280                       | 362,994        | 184,762                                 | 3         | —       | —                         | —                | —  |   |   |
| 31 May, '60   | 94.0       | 6.4                       | —                      | —                              | North Carolina                 | 2,157,503                  | *          | 1,545,225     | 400,000    | 276,372                                | 2,419,401     | 94.0                                    | —                             | 103,953        | 35,572                                  | —         | —       | —                         | —                | —  |   |   |
| 31 May, '60   | 223.0      | —                         | —                      | —                              | North Carolina                 | 4,225,000                  | *          | 4,000,000     | —          | —                                      | —             | —                                       | 223.0                         | —              | —                                       | —         | —       | —                         | —                |    |   |   |
| 31 May, '60   | 97.0       | —                         | —                      | —                              | Raleigh and Gaston             | 1,240,241                  | —          | 973,300       | 126,200    | —                                      | 97.0          | —                                       | —                             | 206,917        | 108,541                                 | —         | —       | —                         | —                | —  |   |   |
| 30 Sep. '59   | 161.0      | 17.1                      | 22 20                  | 144                            | Wilmington and Manchester      | 2,586,238                  | *          | 201,500       | 1,127,511  | 1,060,000                              | 111,886       | 2,892,969                               | 171.0                         | —              | 487,043                                 | 209,793   | —       | —                         | —                | —  | — |   |
| 30 Sep. '59   | 161.0      | —                         | 24 32                  | 144                            | Wilmington and Weldon          | 2,869,223                  | *          | 107,000       | 1,340,213  | 791,055                                | 102,391       | 3,114,954                               | 171.0                         | 323,069        | 477,564                                 | 235,201   | 8       | —                         | —                | —  | — |   |
| 15 Mar. '58   | —          | —                         | 43.0                   | —                              | Western North Carolina         | 190,703                    | *          | 4,700         | 200,000    | 70,800                                 | —             | 364,072                                 | —                             | —              | —                                       | —         | —       | —                         | —                | —  | — |   |
| —             | —          | —                         | —                      | —                              | Ohio                           | 613,231                    | —          | 866,939       | —          | —                                      | 77,294        | —                                       | —                             | —              | —                                       | —         | —       | —                         | —                | —  | — |   |
| —             | —          | —                         | —                      | —                              | Atlantic and Great Western     | 3,088,218                  | *          | 10,000        | 1,585,813  | 1,267,078                              | 64,251        | 3,565,956                               | 118.2                         | —              | 286,368                                 | 81,608    | —       | —                         | —                | —  | — |   |
| 31 Dec. '59   | 118.2      | 17.2                      | 208                    | —                              | Bellefontaine and Indiana      | 5,579,508                  | 922,670    | 106,133       | 1,628,356  | 8,673,000                              | 1,216,458     | 6,810,432                               | 141.0                         | —              | 567,638                                 | 71,356    | —       | —                         | —                | —  | — |   |
| 1 Aug. '59    | 137.0      | —                         | —                      | —                              | Central Ohio                   | 2,428,260                  | 504,892    | 26,500        | 2,155,800  | 1,411,000                              | —             | 32,618                                  | 3,850,710                     | 60.3           | —                                       | 439,487   | 249,666 | 7                         | 70               | 49 | — | — |
| 31 Mar. '59   | 60.3       | —                         | —                      | —                              | Cinc. Hamilton and Dayton      | 6,211                      | —          | 6,250,841     | —          | —                                      | 2,441,176     | 8,032,000                               | 223,973                       | —              | 131.8                                   | 304,168   | 190,745 | 19,180                    | —                | —  | — |   |
| —             | —          | —                         | —                      | —                              | Cinc. and Indianapolis Junc.   | 4,087,571                  | 684,956    | 67,422        | 4,748,100  | 38,000                                 | 8,424,275     | 141.2                                   | —                             | 1,113,639      | 575,159                                 | 7         | 90      | —                         | —                | —  | — |   |
| 31 Dec. '59   | 135.4      | 5.8                       | —                      | —                              | Cleveland, Columbus and Cinc.  | 1,920,953                  | —          | 580,000       | 1,202,300  | 161,200                                | 1,943,500     | 67.0                                    | 183,373                       | 285,140        | —                                       | 1,111,358 | 646,067 | 15                        | 115              | —  | — | — |
| 31 Dec. '59   | 95.4       | 1.2                       | 37.9                   | 31 39                          | Clev., Painesville & Ashtabula | 3,431,731                  | 555,343    | 541,503       | 3,000,000  | 1,667,000                              | 35,500        | 4,812,261                               | 98.6                          | 402,935        | 1,111,358                               | 372,093   | 323,093 | 4 8                       | 8                | —  | — | — |
| 30 Nov. '59   | 101.0      | 102.5                     | —                      | —                              | Cleveland and Pittsburgh       | 1,920,225                  | —          | 3,292,288     | —          | —                                      | 3,942,386     | 4,915,325                               | 65,821,902                    | 203.5          | 646,413                                 | 772,093   | 374,198 | 45,452                    | 6 23             | —  | — |   |
| 30 Apr. '59   | 109.2      | 79.4                      | —                      | —                              | Cleveland and Toledo           | 6,729,056                  | 458,194    | 268,424       | 3,343,812  | 8,842,720                              | 358,605       | 7,858,918                               | 188.6                         |                |   |           |         |                           |                  |    |   |   |

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| Years ending. | Railroad.  |       |      |                           |    |                        |                                    |                                |           |          | Equipment. |            |           |               |            |            |           |           |       |           | Abstract of Balance Sheet.  |                |                            |                        |                           |                |    |  |    |   | Earnings. |        |             |             |   |            |  |                  |  |
|---------------|------------|-------|------|---------------------------|----|------------------------|------------------------------------|--------------------------------|-----------|----------|------------|------------|-----------|---------------|------------|------------|-----------|-----------|-------|-----------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|----|--|----|---|-----------|--------|-------------|-------------|---|------------|--|------------------|--|
|               | Main Line. |       |      | Lateral and Branch Lines. |    | 2nd Track and Sidings. |                                    | Road in progress or projected. |           | Engines. |            | Passenger. |           | Freight, etc. |            | Companies. |           |           |       |           | Property and Assets.        |                | Liabilities.               |                        |                           | Balance Total. |    | Road operated, incl. road leased, etc. |    | Mileage run by locomotives with trains. |           | Gross. |             | Net.        |   | Dividends. |  | Price of shares. |  |
|               | M.         | M.    | M.   | M.                        | M. | No.                    | No.                                | No.                            | No.       | No.      | No.        | No.        | No.       | No.           | No.        | No.        | No.       | No.       | No.   | No.       | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | M. | M.                                     | M. | M.                                      | Gross.    | Net.   | P. a. p. c. | P. a. p. c. |   |            |  |                  |  |
| 30 Nov. '58   | 48.0       | —     | 3.1  | 99.5                      | 4  | 4                      | 43                                 | PENNSYLVANIA, (Continued.)     | 1,501,414 | 79,396   | \$         | \$         | \$        | \$            | \$         | \$         | \$        | \$        | \$    | 1,753,864 | 1,500,000                   | 177,920        | 3,444,154                  | 60.0                   | 60,438                    | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 30 Nov. '58   | 467.5      | —     | 56.3 | 96                        | 80 | 1,059                  | Pittsburg and Connellsville        | 15,557,779                     | 1,785,182 | 91,100   | 6,266,278  | 8,895,457  | 1,883,847 | 17,269,419    | 407.5      | 1,859,031  | 1,965,988 | 674,555   | 4     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 30 Sep. '58   | 31.0       | —     | 11.0 | —                         | —  | —                      | Pittsburg and Steubenville         | 1,947,462                      | *         | —        | 1,221,277  | 280,000    | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 30 Sep. '58   | 64.0       | —     | 3.0  | —                         | 7  | 7                      | Schuylkill and Susquehanna         | 1,258,700                      | *         | —        | 1,258,700  | 97,000     | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 30 Sep. '58   | 9.2        | 15.3  | 14.9 | —                         | —  | —                      | Schuylkill Valley                  | 573,616                        | *         | —        | 568,150    | 500,000    | 821,447   | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 30 Nov. '58   | 28.0       | 5.0   | 3.8  | —                         | 4  | 1                      | 445                                | Shamokin Valley & Pottsville   | 1,321,847 | *        | —          | 4,506,920  | 4,369,070 | 861,271       | 10,169,869 | 148.0      | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 31 Dec. '58   | 148.0      | —     | 20.0 | 140.0                     | —  | —                      | Sunbury and Erie                   | 703,349                        | 107,252   | —        | 97,550     | 396,000    | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 30 Nov. '58   | 29.6       | 6.5   | 31.9 | —                         | 8  | 3                      | Tioga                              | 1,410,638                      | 74,677    | —        | 682,170    | 944,169    | 52,434    | 1,679,301     | 26.4       | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 30 Sep. '58   | 26.4       | —     | 2.1  | —                         | 4  | 11                     | Westchester and Philadelphia       | 3,650,682                      | 380,847   | —        | 1,500,000  | 2,361,973  | 161,272   | 4,145,920     | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 31 Mar. '59   | 78.0       | —     | —    | —                         | —  | —                      | Williamsport and Elmira            | —                              | —         | —        | —          | —          | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         |        |             |             |   |            |  |                  |  |
| 31 Aug. '58   | 50.0       | —     | 2.0  | —                         | —  | —                      | RHODE ISLAND.                      | —                              | —         | —        | —          | —          | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         |        |             |             |   |            |  |                  |  |
| 30 Nov. '58   | 12.6       | —     | 0.5  | —                         | —  | 3                      | N. Y., Providence and Boston       | 2,158,000                      | *         | —        | 1,508,000  | 306,500    | 50.0      | 147,231       | 208,459    | 96,571     | 5         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 31 Dec. '58   | —          | —     | —    | —                         | —  | —                      | Providence, Warren & Bristol       | 434,698                        | 1,588     | —        | 287,917    | 109,937    | 36,139    | 18.6          | 23,514     | 23,005     | 1,278     | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 31 Dec. '58   | 13.2       | 1.5   | —    | 182.4                     | 2  | —                      | South Carolina.                    | 2,126,539                      | —         | —        | 1,916,515  | 217,577    | —         | 2,134,092     | 18.2       | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 31 Dec. '58   | 54.9       | —     | —    | 47.4                      | 4  | 3                      | Blue Ridge                         | 801,615                        | 34,372    | 250,000  | 706,365    | 195,286    | 197,905   | 1,099,536     | 51.9       | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 31 Dec. '58   | 109.6      | —     | —    | —                         | 13 | 9                      | Charleston and Savannah            | 1,719,045                      | *         | —        | 1,201,000  | 384,000    | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 31 Dec. '58   | 40.3       | —     | —    | —                         | —  | —                      | Charlotte and South Carolina       | 600,000                        | —         | —        | 400,000    | 200,000    | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 1 Jan. '59    | 143.2      | 21.3  | —    | —                         | —  | —                      | Cheraw and Darlington              | 2,439,769                      | 324,161   | —        | 1,429,028  | 1,146,000  | 345,546   | 2,916,554     | 164.5      | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 31 Aug. '58   | 22.5       | —     | —    | —                         | —  | —                      | Greenville and Columbia            | 196,230                        | *         | —        | 200,000    | —          | —         | 200,000       | 22.5       | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 31 July '58   | 32.0       | —     | —    | —                         | —  | —                      | Kings Mountain                     | 543,403                        | *         | —        | 400,000    | 106,218    | —         | 675,129       | 32.0       | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 28 Feb. '59   | 102.0      | —     | —    | —                         | —  | —                      | Laurens                            | 2,011,652                      | *         | —        | 986,743    | 960,410    | 108,172   | 2,067,326     | 102.0      | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      |             |             |   |            |  |                  |  |
| 31 Dec. '58   | 136.0      | 104.0 | —    | —                         | 62 | 59                     | North-Eastern                      | 5,517,384                      | 1,103,130 | —        | 374,060    | 4,179,475  | 2,770,463 | 193,088       | 7,701,337  | 242.0      | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 31 July '58   | 25.1       | —     | —    | 41.9                      | —  | —                      | Spartanburg and Union              | —                              | —         | —        | —          | —          | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         |        |             |             |   |            |  |                  |  |
| 1859.         | —          | —     | —    | 17.0                      | 2  | —                      | TENNESSEE.                         | 887,947                        | *         | —        | 333,204    | 612,000    | 60,900    | —             | —          | 30.0       | 29,845    | 9,859     | 7,486 | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 30.0       | —     | 1.8  | —                         | 12 | 10                     | Edgefield and Kentucky             | 3,637,367                      | *         | —        | 1,289,673  | 2,020,000  | 200,000   | —             | 140.0      | —          | 318,718   | 187,466   | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 140.0      | —     | 8.0  | —                         | 10 | 10                     | East Tennessee and Georgia         | 2,310,053                      | 156,264   | —        | 536,654    | 1,902,000  | 390,407   | —             | 130.3      | 150,142    | 297,806   | 3 149,167 | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 1860.         | 271.6      | 19.4  | 20.0 | —                         | 43 | 37                     | Memphis and Charleston             | 5,866,578                      | 878,069   | 120,364  | 3,809,949  | 2,650,000  | 260,112   | 7,627,797     | 291.0      | —          | 1,636,096 | 873,697   | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 271.6      | 16.0  | 20.0 | —                         | 9  | 5                      | Memphis and Ohio                   | 2,259,267                      | 141,144   | —        | 570,000    | 1,361,000  | 145,000   | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 100.0      | —     | 30.6 | 55.8                      | —  | —                      | Memphis, Clarksville, & Louisville | 2,000,000                      | 100,500   | —        | 298,721    | 740,000    | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 59.0       | —     | 4.7  | —                         | 5  | 5                      | Mississippi and Tennessee          | 1,137,400                      | *         | —        | 798,285    | 554,949    | 319,518   | —             | 59.4       | 69,870     | 177,256   | 60,029    | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — | —          |  |                  |  |
| 1859.         | 47.4       | —     | 4.5  | —                         | 5  | 5                      | Mississippi Central and Tenn.      | 892,710                        | 82,908    | —        | 317,447    | 632,500    | 23,389    | —             | 47.4       | 54,175     | 83,129    | 44,666    | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — |            |  |                  |  |
| 1859.         | 34.2       | —     | 7.0  | —                         | 12 | 2                      | McMinnville and Manchester         | 533,807                        | 56,816    | —        | 144,894    | 406,000    | 5,000     | —             | 34.2       | 30,065     | 23,808    | 13,892    | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           |   |            |  |                  |  |
| 1859.         | 149.7      | 44.0  | 7.9  | —                         | 39 | 17                     | Nashville and Chattanooga          | 3,632,832                      | —         | —        | 2,256,479  | 1,524,000  | 21,768    | —             | 159.0      | 117,985    | 675,832   | 310,199   | 8     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           | —           | — | —          |  |                  |  |
| 1859.         | —          | —     | —    | —                         | —  | —                      | Nashville and Northwestern         | —                              | —         | —        | —          | —          | —         | —             | —          | —          | —         | —         | —     | —         | —                           | —              | —                          | —                      | —                         | —              | —  | —                                      | —  | —                                       | —         | —      | —           |             |   |            |  |                  |  |
| 1860.         | 45.8       | —     | 4.2  | 11.7                      | 5  | 5                      | Tennessee and Alabama              | 76,016                         | 76,016    | —        | 595,922    | 860,000    |           |               |            |            |           |           |       |           |                             |                |                            |                        |                           |                |    |  |    |   |           |        |             |             |   |            |  |                  |  |

## **AMERICAN RAILROAD BOND LIST.**

<sup>2</sup>) signifies that the road is in the hands of receivers. (7) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description.                      | Amount.   | Interest. | Due. | Price. | Description.                      | Amount.   | Interest. | Due. | Price. | Description.                       | Amount.   | Interest. | Due.    | Price. |
|-----------------------------------|-----------|-----------|------|--------|-----------------------------------|-----------|-----------|------|--------|------------------------------------|-----------|-----------|---------|--------|
| La Crosse and Milwaukee:          |           |           |      |        | Montgomery and West Point:        | \$122,622 |           |      |        | Orange and Alexandria:             | \$400,000 |           |         |        |
| 1st Mortgage (Eastern Div.)       | \$903,000 | †         |      |        | Alabama State Loan                | 1,055,500 | 6         |      |        | State Loan                         | 1,055,500 | 6         |         | 81     |
| 2d Mortgage (Eastern Div.)        | 1,000,000 | †         |      |        | Mortgage (due 1860, '63 and '65)  | 350,000   | 6         | var. |        | 1st Mortgage                       | 461,378   | 3         |         | 90     |
| 1st Land Grant (Western Div.)     | 4,000,000 | †         | 14   |        | Mortgage                          | 450,000   | 8         | 1866 |        | 2d Mortgage                        |           |           |         |        |
| 2d Land Grant (Western Div.)      | 355,600   | †         | 14   |        | Muscogee:                         | 249,000   | 7         |      |        | Pacific (Mo.):                     |           |           |         |        |
| 3d Mortgage (whole road)          | 1,700,000 | †         | 14   |        | 1st Mortgage                      | 1,500,000 |           |      |        | State (Mo.) Loan                   | 7,000,000 | 6         |         |        |
| Farm Mortgage                     | 1,087,700 | †         |      |        | Nashville and Chattanooga:        | 150,000   |           |      |        | State Loan (S. W. Branch)          | 2,300,000 | 6         |         |        |
| Unsecured Bonds                   | 1,785,000 | †         |      |        | Chat and Clev. Subsc. (endors.)   | 150,000   |           |      |        | Construction                       | 4,500,000 | 6         |         |        |
| Lexington and Frankfort:          |           |           |      |        | Not endorsed                      | 24,000    |           |      |        | Panama:                            |           |           |         |        |
| Mortgage, due 1864, '69 and '74   | 130,000   | 6         |      |        | *New Albany and Salem:            | 1,250,000 | 7         | 1865 | 100    | 1st Mortgage Sterling              |           |           |         |        |
| Little Miami:                     |           |           |      |        | Crawfordsville                    | 175,000   | 7         |      |        | 2d Mortgage Sterling               | 1,150,000 | 7         | 1872    |        |
| Cincinnati Loan                   | 100,000   |           |      |        | 1st Mortgage                      | 500,000   | 10        |      |        | Convertible                        | 27,000    | 7         |         |        |
| 1st Mortgage                      | 138,000   | 6         | 1853 | 84     | 1st Mortgage                      | 2,235,000 | 6         |      |        | Pennsylvania:                      |           |           |         |        |
| 2d Mortgage                       | 7,000     | 6         |      |        | New Haven and Hartford:           |           |           |      |        | 1st Mortgage (convertible)         | 4,905,000 | 6         | 1868    | 101    |
| 3d Mortgage                       | 981,000   | 6         |      |        |                                   |           |           |      |        | 2d Mortgage                        | 1,928,000 | 6         | 1876    | 36     |
| Long Island:                      |           |           |      |        |                                   |           |           |      |        | 2d Mortgage Sterling               | 1,659,840 | 6         | 1876    |        |
| State Loan [S. F.]                | 100,000   | 5         | 1876 |        |                                   |           |           |      |        | State Works Bonds                  | 7,400,000 | 5         |         |        |
| 1st Mortgage                      | 500,000   | 6         | 1870 | 80     | N. Hav., N. Lond. and Ston'gton:  |           |           |      |        | 1st Mortgage                       | 600,000   | 7         |         |        |
| Louisville and Frankfort:         |           |           |      |        | Mortgage                          | 450,000   | 7         |      |        | Penobscot and Kennebec:            |           |           |         |        |
| Louisville Loan                   | 174,000   |           |      |        | Mortgage                          | 200,000   | 6         |      |        | Bangor City 1st Mortg. (Coupon)    | 800,000   | 6         | 1874    |        |
| 1st Mortgage                      | 248,000   |           |      |        | Extension                         | 100,000   | 10        |      |        | 2d Mortgage (Coupon)               | 250,200   | 6         | 1876    |        |
| Louisville and Nashville:         |           |           |      |        | New Haven and Northampton:        |           |           |      |        | 3d Mortgage (Coupon)               | 156,600   | 6         | 1871    |        |
| State [Tenn.], 1st Lien           | 300,000   | 6         |      |        | 1st Mortgage                      | 500,000   |           | 1869 |        | Pensacola and Georgia:             |           |           |         |        |
| 1st Mortgage                      | 2,000,000 |           |      |        | New Jersey:                       |           |           |      |        | State Internal Improvement         |           | 7         | 35 yrs  |        |
| McMinnville and Manchester:       |           |           |      |        | Company's (various)               | 711,000   | var.      | 103  |        | Free Land                          |           |           |         |        |
| State [Tenn.]                     | 372,000   | 6         |      |        | New London, Willim. and Palmer:   |           |           |      |        | Peoria and Oquawka:                |           |           |         |        |
| Mortgage                          | 24,000    | 7         |      |        | 1st Mortgage                      | 500,000   | 7†        |      |        | Peru and Indianapolis:             |           |           |         |        |
| Mortgage                          | 10,000    | 6         |      |        | 2d Mortgage                       | 300,000   | 6†        |      |        | Petersburg:                        |           |           |         |        |
| Madison and Indianapolis:         |           |           |      |        | Income (convertible)              | 152,000   | 6†        |      |        | Mortgage (due 1863 to 1872)        | 103,000   | 7         | var.    |        |
| State [Ind.] Loan                 |           |           |      |        | New London City                   | 100,000   | 6†        |      |        | Petersburg and Lynchb'g (S. Side): |           |           |         |        |
| Mortgage                          |           |           |      |        | N. Or'ns, Jackson and Gt. North.: | 155,000   |           |      |        | State (Va.) Loan (S. F.):          | 800,000   | 7         |         |        |
| *Marietta and Cincinnati:         |           |           |      |        | 1st Mortgage                      | 3,000,000 | 8         | 1886 |        | 1st Mortgage (1858-'70-'75)        | 366,000   | 6         | var.    |        |
| 1st Mortgage (convertible)        | 2,500,000 | 7†        | 1803 |        | N. Or'ns, Opelous. and Gt. West.: | 621,000   |           |      |        | 3d Mortgage (1862-'70-'72)         | 378,000   | 6         | var.    |        |
| 2d Mortgage                       | 2,000,000 | 7†        |      |        | Louisiana State Loan              | 1,500,000 |           |      |        | Special Mortgage (1865-'68)        | 175,000   | 6         | var.    |        |
| 3d Mortgage                       | 1,500,000 | 7†        |      |        | New Orleans City Loan             | 2,000,000 | 8         | 1889 |        | Last Mortgage (1861 to 1869)       | 133,500   | 6         | var.    |        |
| Sterling Income                   | 333,000   | 4         |      |        | 1st Mortgage (S. F.):             |           |           |      |        | Phila., Germant'n and Norrist'n:   |           |           |         |        |
| Domestic                          | 928,617   | 59-62     |      |        | New York Central:                 |           |           |      |        | Consolidated Loan                  | 274,300   |           |         |        |
| Memphis and Charleston:           |           |           |      |        | Albany Loan—Alb. and Sch'dy       | 127,000   | 5         | 1864 | 103    | Loan of 1842:                      | 100,000   |           |         |        |
| State [Tenn.] Loan                | 1,100,000 | 6         |      |        | State—Sch'dy and Troy             | 100,000   | 6         | 1867 | 96     | Mortgage                           | 705,000   | 5         | 1860    | 91     |
| 1st Mortgage                      | 1,600,000 | 7         | 1880 |        | State Loan—Rochester and Syr.     | 77,382    | 5†        | 1861 |        | Mortgage                           | 1,372,800 | 6         | 1860    | 91     |
| Memphis, Clarkesv. and Louisv.:   | 910,000   | 6         |      |        | State Loan—Buffalo and Roch.      | 55,300    | 5†        | 1865 |        | Mortgage (convertible)             | 886,000   | 6         | 1860    | 91     |
| State [Tenn.] Loan                |           |           |      |        | State Loan—Roch., L and N. F.     | 298,000   | 7         | 1861 |        | Mortgage (convertible)             | 134,000   | 6         | 1860    | 91     |
| Memphis and Ohio:                 |           |           |      |        | Stock Subscription                | 785,000   | 1883      | 90   |        | Mortgage                           | 3,209,600 | 6         | 1870    | 79     |
| Michigan Central:                 |           |           |      |        | Premium Consolidated Stock        | 8,000,000 | 1883      | 90   |        | Mortgage (convertible)             | 3,836,600 | 6         | 1866    | 64     |
| 1st Mortgage Sterling             | 467,489   | 6         |      | 90     | New Real Estate                   | 221,000   | 6         | 1883 | 90     | Lebanon Valley R. R. (convert.)    | 1,500,000 | 7         | 1866    | 71     |
| 1st Mortgage (convertible)        | 500,000   | 8         |      | 92     | New Convertible                   | 3,000,000 | 7         | 1864 | 100    | Real Estate Mortgage               | 516,450   |           | var.    |        |
| Unconvertible                     | 258,000   | 8         |      |        | 1st Mortgage                      | 3,000,000 | 7         | 1867 | 100    | Pittsburg and Reading:             |           |           |         |        |
| 1st Mortgage (convert.)           | 832,000   | 8         |      |        | 2d Mortgage                       | 4,000,000 | 7         | 1859 | 95     | Mortgage                           | 705,000   | 5         | 1860    | 91     |
| 1st Mortgage (S. F.), convertible | 3,087,000 | 8         |      | 95     | 3d Mortgage (convertible)         | 6,000,000 | 7         | 1871 | 86     | Mortgage                           | 1,372,800 | 6         | 1860    | 91     |
| Mich. Southern and N'n Indiana:   |           |           |      |        | 4th Mortgage (convertible)        | 3,720,000 | 7         | 1880 | 78     | Mortgage (convertible)             | 886,000   | 6         | 1860    | 91     |
| Michigan Southern                 | 993,000   | 7†        | 1857 |        | 5th Mortgage                      | 1,277,000 | 7         | 1883 | 77     | Mortgage (convertible)             | 134,000   | 6         | 1860    | 91     |
| Northern Indiana                  | 955,000   | 7†        | 1861 | 70     | Unsecured (convertible)           | 2,618,000 | 7         | 1871 | 57     | Mortgage                           | 3,209,600 | 6         | 1870    | 79     |
| Erie and Kalamazoo                | 300,000   | †         | 1862 |        | Unsecured (convertible)           | 2,442,000 | 7         | 1882 | 48     | Mortgage (convertible)             | 3,836,600 | 6         | 1866    | 64     |
| Michigan Southern                 | 259,000   | †         | 1863 |        | Sinking Fund                      | 2,193,000 | 7         | 1875 | 48     | Lebanon Valley R. R. (convert.)    | 1,500,000 | 7         | 1866    | 71     |
| Northern Indiana                  | 299,000   | †         | 1863 |        | New York and Harlem:              |           |           |      |        | Real Estate Mortgage               | 516,450   |           | var.    |        |
| Jackson Branch                    | 263,000   | †         | 1868 | 81     | 1st Mortgage                      | 3,000,000 | 7         | 1873 | 94     | Pittsburg Loan                     | 500,000   |           |         |        |
| Goshen Air Line                   | 1,355,000 | 68        |      |        | 2d Mortgage                       | 1,000,000 | 7         | 1864 | 90     | Alleghany Co. Loan                 | 750,000   |           |         |        |
| Detroit and Toledo                | 336,000   | †         | 1876 |        | 3d Mortgage                       | 1,000,000 | 7         | 1867 | 85     | Connellsville Loan                 | 100,000   |           |         |        |
| General Mortgage (S. F.)          | 2,458,000 | †         | 1882 | 70     | 5th Mortgage                      | 1,200,000 | 6         |      |        | Mc'Keesport Loan                   | 100,000   |           |         |        |
| 2d Mortgage                       | 2,175,000 | †         | 1877 | 49     | New York and New Haven:           |           |           |      |        | Baltimore Loan                     | 1,000,000 |           |         |        |
| •Milwaukee and Beloit:            |           |           |      |        | 1st Mortgage                      | 311,000   | 7         | 1860 | 94     | Cumberland Loan                    | 200,000   |           |         |        |
| 1st Mortgage                      | 630,000   | 8         |      |        | 1st Mortgage                      | 984,000   | 6         | 1866 | 94     | Pittsburg, Ft. Wayne and Chicago:  |           |           |         |        |
| Milwaukee and Chicago:            |           |           |      |        | 1st Mortgage                      | 930,000   | 6         | 1873 | 94     | 1st Mortgage (O. and P.):          | 1,000,000 |           | 1866    |        |
| 1st Mortgage                      | 400,000   | 8         |      |        | 2d Mortgage                       | 1,000,000 | 7         | 1864 | 90     | 2d Mortgage (O. and P.):           | 750,000   |           | 1866    |        |
| 2d Mortgage                       | 200,000   | 7         |      |        | 3d Mortgage                       | 1,000,000 | 7         | 1867 | 85     | Income (O. and P.):                | 1,991,000 |           | 1873    | 64     |
| •Milwaukee and Horicon:           |           |           |      |        | North Carolina:                   |           |           |      |        | Bridge (O. and L.):                | 199,500   |           |         |        |
| 1st Mortgage                      | 420,000   | 8         |      |        | State Loan                        | 2,000,000 | 6         |      |        | 1st Mortgage (O. and L.):          | 1,000,000 |           | 1872    |        |
| 2d Mortgage                       | 600,000   | 8         |      |        | State Loan                        | 1,000,000 | 6         |      |        | 2d Mortgage (O. and L.):           | 380,000   |           | 1873    |        |
| Farm Mortgage                     | 150,000   | 10        |      |        | North-Eastern (S. C.):            |           |           |      |        | 1st Mortgage (F. W. and Chic.):    | 1,260,000 |           | 1874    |        |
| Mississippi and Mississippi:      |           |           |      |        | 1st Mortgage                      | 700,000   |           |      |        | Mortgage, Consolidated Compy       | 498,000   |           | 1874    |        |
| 1st Mortgage (convertible)        | 74,000    | 10†       | 1861 | 65     | 2d Mortgage                       | 224,500   |           |      |        | Pittsburg and Steubenville:        |           |           |         |        |
| 1st Mortgage (convertible)        | 526,000   | 8†        | 1862 | 64     | Real Estate                       | 35,910    |           |      |        | Mortgage                           | 800,000   | †         | 1866    |        |
| 1st Mortgage (convertible)        | 650,000   | 8†        | 1863 | 67     | Northern Central:                 |           |           |      |        | Platte County:                     |           |           |         |        |
| 1st Mortgage (convertible)        | 1,250,000 | 8†        | 1877 | 67     | Balt. and Susq. R. R. (Coupons)   | 150,000   | 6         | 1866 |        | State (Mo.) Loan:                  | 300,000   | 6         | 1879    |        |
| South-West Branch                 | 350,000   | 8†        | 1864 | 60     | Md. St. Loan (B. and Susq.)       | 150,000   | 6         |      |        | 1st Mortgage:                      | 500,000   | 7         | 1864-74 |        |
| 2d Mortgage                       | 600,000   | 10†       | 1862 | 48     | York and Cumberland 1st Mort.     | 175,000   | 6         | 1870 |        | Quincy and Chicago:                |           |           |         |        |
| Construction                      | 500,000   | 7†        | 1859 | 55     | 2d Mortgt.                        | 25,000    | 6         | 1871 |        | 1st Mortgage:                      | 1,200,000 |           | 1873    |        |
| 3d Mortgage                       | 500,000   | 8†        | 1862 | 55     | York and C. guar. by Baltimore    | 500,000   | 6         | 1877 |        | 1st Mortgage:                      | 420,000   |           | 1873    |        |
| Mississippi Central:              |           |           |      |        | N. C. Contract                    | 292,300   | 6         | 1875 |        | Racine and Mississippi:            |           |           |         |        |
| 1st Mortgage                      | 1,007,363 | 7         |      |        | Construction                      | 1,903,500 | 6         | 1885 |        | 1st Mortgage (Eastern Division)    | 680,000   | †         |         |        |
| Income                            | 91,200    | 10        |      |        | Northern (Ogdensburg):            | 1,500,000 | 7†        | 1859 |        | 1st Mortgage (Western Division)    | 757,000   | †         |         |        |
| Tennessee State                   | 45,000    | 6         |      |        | 2d Mortgage                       | 3,077,000 | 7†        | 1861 |        | Mobile and Gaston:                 |           |           |         |        |
| Mississippi Central and Tenn.:    |           |           |      |        | State Loan:                       | 2,000,000 | 6         |      |        | Rensselaer and Saratoga:           |           |           |         |        |
| State (Tenn.) Loan                | 529,000   | 6         |      |        | State Loan:                       | 2,000,000 | 6         |      |        | 1st Mortgage:                      | 100,000   | †         | 1862    |        |
| Income                            | 95,500    |           |      |        | State Loan:                       | 350,000   | 6         |      |        | Richmond and Danville:             |           |           |         |        |
| Mississippi and Missouri:         |           |           |      |        | North Pennsylvania:               | 2,500,000 |           |      |        | State (Va.) Loan:                  | 600,000   |           |         |        |
| 1st Mortgage (convertible)        | 1,000,000 | 7         |      |        | Mortgage                          | 214,000   | 10        |      |        | Guaranteed by State:               | 200,000   |           | 1875    | 91     |
| 2d Mortgage (S. F.)               | 400,000   | 8         |      |        | Chattel Mortgage                  | 219,500   | var.      |      |        | Mortgage (Coupon):                 | 260,000   |           | 1869    |        |
| Oskaloosa Division                | 1,425,000 | 7         |      |        | Mortgage                          | 400,000   | 6         | 1877 |        | Registered:                        | 150,000   |           | 1860    |        |
| Land Grant                        | 7,000,000 | 7         |      |        | Mass. State Loan                  | 205,800   | 6         | 1860 |        | Richmond, Fred. and Potomac:       |           |           |         |        |
| Mississippi and Tennessee:        |           |           |      |        | Mortgage                          | 16,000    | 7         | 1860 |        | Sterling (\$27,000):               | 224,006   |           | 1860    |        |
| Tennessee State Loan              | 98,000    | 6         | 1885 | </     |                                   |           |           |      |        |                                    |           |           |         |        |

## AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

| Description.                            | Amount.   | Interest. | Due.    | Price. |
|---|-----------|-----------|---------|--------|
| Sandusky, Dayton and Cincinnati:        |           |           |         |        |
| Mortgage                                | 182,000   | 10        | 1856    | ---    |
| Mortgage                                | 997,000   | 7         | 1866    | ---    |
| Mortgage                                | 1,000,000 | 7         | 1875    | ---    |
| Dividend                                | 224,000   | 6 '60-'62 | ---     | ---    |
| Sandusky, Mansfield and Newark:         |           |           |         |        |
| 1st Mortgage                            | 1,290,000 | 7         | ---     | ---    |
| Saratoga and Whitehall:                 |           |           |         |        |
| 1st Mortgage                            | 250,000   | 7         | 1858    | ---    |
| 1st Mortgage (R. and W. Br.)            | 100,000   | 7         | 1856    | ---    |
| Unsecured                               | 45,000    | 7         | 1858    | ---    |
| Seaboard and Roanoke:                   |           |           |         |        |
| 1st Mortgage                            | 300,000   | ---       | 1860    | ---    |
| 2d Mortgage                             | 75,000    | ---       | 1870    | ---    |
| 4th Mortgage                            | 60,000    | ---       | 1856    | ---    |
| South Carolina:                         |           |           |         |        |
| State Loan                              | 200,000   | 5         | 1868    | ---    |
| Sterling                                | 183,333   | 6         | 1863    | ---    |
| Sterling                                | 2,000,000 | 5         | 1866    | ---    |
| Auditor's                               | 246,500   | 7         | ---     | ---    |
| Southern Mississippi:                   |           |           |         |        |
| 1st Mortgage                            | 500,000   | ---       | ---     | ---    |
| South Western (Ga.):                    |           |           |         |        |
| 1st Mortgage                            | 631,000   | ---       | 1875    | ---    |
| *Springfield, Mt. Vern. and Pittsb.:    |           |           |         |        |
| 1st Mortgage                            | 500,000   | ---       | ---     | ---    |
| 2d Mortgage                             | 450,000   | ---       | ---     | ---    |
| *Steubenville and Ind. (P. C. and Co.): |           |           |         |        |
| 1st Mortgage                            | 1,500,000 | ---       | ---     | ---    |
| 2d Mortgage                             | 900,000   | ---       | ---     | ---    |
| *St. Louis, Alton and Chicago:          |           |           |         |        |
| 1st Mortgage                            | 2,000,000 | 7         | ---     | ---    |
| 2d Mortgage                             | 1,585,000 | 7         | ---     | ---    |
| 3d Mortgage (Income)                    | 1,000,000 | 10        | ---     | ---    |
| St. Louis and Iron Mountain:            |           |           |         |        |
| State (Mo.) Aid                         | 2,501,000 | ---       | ---     | ---    |
| St. Louis City Subscription             | 500,000   | ---       | ---     | ---    |
| St. Louis County Subscription           | 1,000,000 | ---       | ---     | ---    |
| Carondelet Subscription                 | 50,000    | ---       | ---     | ---    |
| Sunbury and Erie                        |           |           |         |        |
| Mortgage                                | 1,000,000 | 7         | ---     | ---    |
| Mortgage                                | 7,000,000 | 5         | ---     | ---    |
| Syracuse, Binghamton and N. Y.:         |           |           |         |        |
| Terre Haute, Alton and St. Louis:       |           |           |         |        |
| 1st Mortgage (convertible)              | 1,000,000 | 7         | '62-'72 | 70     |
| 2d Mortgage (convertible)               | 2,000,000 | 7         | '68-'70 | 40     |
| 1st Mortgage (Bel. and Ill.)            | 517,000   | 7         | 1873    | ---    |
| 2d Mortgage (Bel. and Ill.)             | 494,000   | 7         | 1869    | ---    |
| 3d Mortgage (Bel. and Ill.)             | 508,000   | 10        | 1874    | ---    |
| Tennessee and Alabama:                  |           |           |         |        |
| State (Tenn.) Loan                      | 814,000   | ---       | ---     | ---    |
| Mortgage                                | 46,000    | ---       | ---     | ---    |
| Terre Haute and Richmond:               |           |           |         |        |
| 1st Mortgage (convertible)              | 230,000   | 7         | 1866    | ---    |
| Toledo, Wabash and Western:             |           |           |         |        |
| 1st M. (L. Er., Wab. and St. Louis)     | 2,500,000 | 7         | 1866    | 59     |
| 2d M. (L. Er., Wab. and St. Louis)      | 1,000,000 | 7         | 1869    | ---    |
| 3d M. (L. Er., Wab. and St. Louis)      | 1,200,000 | 7         | 1891    | ---    |
| Real Estate (L. Er., W. and St. L.)     | 300,000   | 7         | 1861    | ---    |
| 1st Mortgage (Toledo and Ill.)          | 900,000   | 7         | 1866    | 65     |
| 2d Mortgage (Toledo and Ill.)           | 800,000   | 7         | 1865    | 65     |
| 3d Mortgage (Toledo and Ill.)           | 600,000   | 7         | 1865    | 65     |
| Vermont Central:                        |           |           |         |        |
| 1st Mortgage                            | -----     | ---       | 16      | ---    |
| 2d Mortgage                             | -----     | ---       | 14      | ---    |
| Virginia Central:                       |           |           |         |        |
| Mort., guaranteed by State of Va.       | 100,000   | 6         | 1880    | 84     |
| Mortgage                                | 206,000   | 6         | 1872    | 82     |
| Mortgage, (coupons)                     | 941,000   | 6         | 1884    | ---    |
| Dividend, due 1865, '66 and '75.        | 238,346   | 6         | var.    | ---    |
| Income (1859 to 1863)                   | 163,382   | 7         | var.    | ---    |
| Virginia and Tennessee:                 |           |           |         |        |
| State (Va.) Loan                        | 1,000,000 | 6         | 1887    | ---    |
| 1st Mortgage                            | 500,000   | 6         | 1872    | 85     |
| Fractional Mortgage                     | 23,500    | 6         | 1868    | 82     |
| 2d or Enlarged                          | 1,000,000 | 6         | 1884    | 81     |
| Salt Works Br. Mort. due '68-'61        | 203,000   | 6         | var.    | ---    |
| 3d Mortgage (Income)                    | 431,000   | 6         | 1865    | 85     |
| Warren (N. J.):                         |           |           |         |        |
| 1st Mortgage                            | 568,500   | ---       | 1875    | ---    |
| Watertown and Rome:                     |           |           |         |        |
| Mortgage (new bonds)                    | 800,000   | 7         | 1880    | ---    |
| Western (Mass.):                        |           |           |         |        |
| Sterling (£380,000)                     | 4,219,520 | 5         | '68-'71 | ---    |
| Albany City (Alb'y and W. S.):          | 1,000,000 | 6         | '68-'70 | ---    |
| *Western Vermont:                       |           |           |         |        |
| 1st Mortgage                            | 700,000   | ---       | 1861    | ---    |
| Williamsport and Elmira                 |           |           |         |        |
| 1st Mortgage                            | 1,000,000 | 7         | 1890    | 68     |
| Wilmington and Manchester:              |           |           |         |        |
| 1st Mortgage                            | 596,000   | ---       | 1866    | 74     |
| 2d Mortgage                             | 1,000,000 | ---       | ---     | ---    |
| Income                                  | 177,000   | ---       | ---     | ---    |
| Wilmington and Weldon:                  |           |           |         |        |
| Mortgage, payable in England            | 443,555   | ---       | ---     | ---    |
| Sterling, issued in 1858                | 144,500   | ---       | ---     | ---    |
| Company's, endorsed by State            | 203,500   | ---       | ---     | ---    |
| Winchester and Potomac:                 |           |           |         |        |
| Mortgage                                | 120,000   | 6         | 1867    | ---    |
| York and Cumberland:                    |           |           |         |        |
| 1st Mortgage                            | 388,000   | 7         | ---     | ---    |

New York Stock Exchange.  
Sale Prices for the week ending Dec. 26, 1860.

Th.20. F.21. Sat.22. M.24. Tu.25. W.26

The following are the closing prices in the London Market on the 14th December:

|  |    |    |    |
|--|----|----|----|
| United States 5 p. c. red. '74                         | 90 | to | 98 |
| Illinois Central 6 p. c. red. 1875                     | 86 | to | 88 |
| Do. 7 p. c. red. 1875                                  | 85 | to | 87 |
| Do. do. Fr. L'd red. '60                               | 92 | to | 92 |
| Do. \$100 shares, all p'd. 70                          | 70 | to | 72 |
| Mich. Cen. 8 per cent. con. '60                        | 93 | to | 95 |
| Do. do. 1869   | 86 | to | 88 |
| Do. do. 1st mortgage (sinking fund), 1882              | 86 | to | 90 |
| Do. \$100 shares                                       | 55 | to | 60 |
| Michigan S. & N. Indiana 7 per cent.                   |    |    |    |
| (sinking fund) 1865                                    | 70 | to | 72 |
| Do. \$100 shares                                       | 15 | to | 20 |
| New York Central, 6 per cent. (sinking fund) 1888      | 85 | to | 87 |
| Do. 7 per cent. 1864                                   | 91 | to | 93 |
| Do. 7 per cent. (sinking f.) 1876                      | 95 | to | 97 |
| Do. \$100 shares                                       | 78 | to | 80 |
| New York and Erie 1st mortgage 7 per cent. 1867        | 91 | to | 92 |
| Do. 2d mortgage, 1859                                  | 89 | to | 91 |
| Do. 3d do. 1883, assented. 79                          | 79 | to | 81 |
| Do. Bonds, 1862, '71, '75 do. 57                       | 57 | to | 59 |
| Do. Shares, assented                                   | 34 | to | 34 |
| Pennsylvania Central B'ds, 1st mort. conv. 6 per cent. | 88 | to | 90 |
| Do. 2d mort. 6 per cent. sterling                      | 89 | to | 91 |
| Do. \$50 shares  | 36 | to | 38 |
| Phila. and Reading B'ds, 6 p.c., 1860                  | 75 | to | 80 |
| Do. 6 per cent. 1870                                   | 75 | to | 80 |
| Do. \$50 shares  | 22 | to | 26 |

## American Railroad Journal.

Saturday, December 29, 1860.

## Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

## Share and Money Market.

The share market presents the same unsteadiness which has characterized it for some time past, dancing attendance on the public sentiment in reference to our political affairs which is hopeful to-day and despairing to-morrow. The tone throughout the week has been a gloomy one. This is caused, in part, by the great defalcation in the Department of the Interior at Washington—the abstraction of the funds belonging to the Indian Department to the amount of nearly \$1,000,000. This affair, and the probability that nothing can be effected in the present Congress by way of composing our political difficulties, has given a downward turn to the market. In the meantime, the traffic of our railroads remains fair and promises to be better than the past winter. A great cause of embarrassment has been the difficulty in negotiating exchange, and the very low price of bills. This is likely to be removed, to a great degree, by importations of gold, to pay for our staples. The balance of trade is now decidedly in favor of the United States, and must continue so for some time to come. Our crops are going forward at fair prices, while importations must be merely nominal in amount. Gold must, consequently, accumulate rapidly in New York, reducing the rates for money to a very low figure. It is probable that in two months from this time money will be as abundant as it has been at any time for several years past.

The uncertainty in our political future seems to be exerting an influence over the price of railway shares and securities, altogether disproportionate to its real importance. Take for example the

|                           |     |     |    |    |
|---------------------------|-----|-----|----|----|
| BANK AND INSURANCE STOCK: |     |     |    |    |
| Am. Exchange Bank.        | 89  | 91  | 90 | 91 |
| America, Bank of          | 105 | 105 | 95 | 95 |
| Commerce, Bank of         | 90  | 90  | 90 | 90 |
| Merchants' Exch. B'k      | 98  | 99  | 99 | 98 |
| Mercurial (Mar.) Ins.     |     |     |    |    |
| Commonwealth Bank         |     |     |    |    |
| Metropolitan Bank         |     |     |    |    |
| Mining STOCK:             |     |     |    |    |
| Pittsburg                 |     |     |    |    |
| Rockland                  |     |     |    |    |
| Minnesota                 |     |     |    |    |
| Isle Royale               |     |     |    |    |
| MISCELLANEOUS:            |     |     |    |    |
| Del. and Hud. C. Co.      | 83  | 82  | 83 | 82 |
| Cumberland Coal Co.       | 8   | 8   | 8  | 8  |
| Penn'a Coal Co.           | 78  | 75  | 75 | 75 |
| Pacific Mail S. S. Co.    | 82  | 81  | 82 | 82 |
| Canton                    | 15  | 15  | 15 | 15 |
| Brooklyn Water W't.       | 90  | 90  | 90 | 90 |

roads entering this city. The sources from which they draw their traffic do not seem likely to be affected, in any considerable degree, by political events. The greater part of the trade of the Erie and Harlem Railroads is purely local, and is daily increasing in amount and value. The same is true of the Hudson River and New York Central Railroads. The earnings of all these continue to be largely in excess of similar periods for the past year. The intrinsic value of their securities is not weakened, notwithstanding the excessive fall that has taken place. A similar statement may be made of most of the Western railroads which are doing remarkably well. The crops of the past year, at fair prices, laid the foundation for an excellent business for a twelve-month at least.

#### New York and Erie Railroad.

We give in another column a statement of the operations of this road for the past year ending Sept. 30th. Compared with that of 1859, the increase in gross earnings has been \$698,172; net, \$388,425. The net earnings come within \$145,317 of paying the interest on the entire funded debt of the company.

Under ordinary condition of affairs, the result for the present year would have shown a still greater per centage of increase than the past. In almost any event a considerable increase may be looked for. The Long Dock will soon be in use. The western extensions of the road are in progress. Both the traffic and facilities for the transaction of business, consequently, are steadily improving. The disasters that have formerly overtaken it, are hardly possible in the future.

#### Second Avenue Railroad.

The annexed figures are from the annual report of this company for the fiscal year ending Sept. 30, 1860:

|                                  |              |
|----------------------------------|--------------|
| Capital stock .....              | \$800,000 00 |
| Stock issued .....               | 650,000 81   |
| Funded debt.....                 | 350,000 00   |
| Floating debt, last report ..... | 18,000 00    |
| Do. present report .....         | 74,000 00    |

#### COST OF ROAD AND EQUIPMENT.

|                                      | Last Report. | Present Report. |
|--------------------------------------|--------------|-----------------|
| Construction .....                   | \$878,186 56 | \$886,620 39    |
| Building and fixtures .              | 27,586 90    | 28,168 61       |
| Land, damages & fences               | 36,393 81    | 42,742 76       |
| Horses .....                         | 68,141 00    | 67,190 00       |
| Passenger cars .....                 | 47,500 00    | 52,915 00       |
| Freight and other cars,<br>etc. .... | 8,700 00     | 8,900 00        |

Length of road about 8 miles. Number of cars, 86.

Expenses of maintaining road and real estate .....

..... \$3,230 00

Expenses of repairs of machinery .....

..... 12,152 13

Expenses of operating the road .....

..... 192,735 58

#### EARNINGS.

From passengers .....

..... \$259,830 12

From other sources.....

..... 8,281 61

Total..... \$263,061 73

#### PAYMENTS.

Transportation..... \$208,117 82

Dividends, 8 per cent..... 52,000 00

Interest .....

..... 24,500 00

#### Richmond and Danville Railroad.

The County of Henry, Va., by a decided vote, have determined to subscribe \$107,000 to the extension of the Danville Railroad, from Danville westwardly through that county.

#### Third Avenue Railroad.

The following is an abstract of the annual report of this company for the year ending Sept. 30, 1860:

|   |             |
|---|-------------|
| Capital stock .....                         | \$1,170,000 |
| Funded debt by last report .....            | 110,600     |
| Total amount of debt (all funded) now ..... | 345,000     |

Average rate of int's on debt, 7 p. ct.

Cost of road and equipment..... 1,616,671 35

Length of Road—Miles..... 8

Length of double track,  
including sidings..... 8 1

Num. of passengers. carried  
in cars..... 12,109,417

|   |            |
|---|------------|
| Expenses of maintaining road and real<br>estate ..... | 21,456 86  |
| Expenses of operating road.....                       | 357,769 08 |

Earnings—

From passengers..... \$605,478 85

From other sources..... 5,118 32— 610,597 17

Payments—

For transportation .....

..... \$379,225 94

For interest .....

..... 9,444 07

Dividends 10 1/2 per cent 122,850 00

New cars..... 22,294 26

Harlem extension..... 15,294 29

Personal taxes .....

..... 10,363 10

Real estate .....

..... 3,619 87

Loan account..... 5,000 00— 568,091 53

Balance..... 42,505 64

#### Eighth Avenue Railroad.

The following is an abstract of the report of this company for the year ending Sept. 30th, 1860:

|                     |              |
|---------------------|--------------|
| Capital stock ..... | \$800,000 00 |
|---------------------|--------------|

Cost of road and equipment..... 859,048 25

Length of road laid, miles..... 5 1

Number of cars .....

..... 90

Number of pass'gers carried  
in cars .....

..... 7,775,050

Expenses of maintaining the road..... 41,942 69

Expenses of repairs of machinery .....

..... 18,740 38

Expenses of operating the road .....

..... 99,925 94

Earnings from passengers .....

..... 388,750 20

Payments—

Transportation expenses .....

..... \$274,121 84

Dividends, 12 per cent... 96,000 00

Dividends, 3 per cent... 24,000 00

..... \$394,121 84

Memphis, Clarksville and Louisville R. R.

The Louisville Journal says that the pressure of the times has warned the directory of the necessity of curtailing expenses, and they have, therefore, abolished for the present the office of Superintendent, and consolidated the duties of that office with that of the Chief Engineer, and placed the whole in the hands of G. B. Fleece. Mr. Illsley, the late Superintendent retires from the road.

#### Cumberland Valley Railroad.

The receipts of this company for the year ending September 30, 1860, were:

|                      |             |
|----------------------|-------------|
| From passengers..... | \$70,177 40 |
|----------------------|-------------|

" freight..... 107,296 00

" mails .....

..... 5,200 00

Total..... \$182,673 40

Increase over last year..... 18,547 00

Dividends of eight per cent. on the preferred stock, and six per cent. on the unpreferred stock of the company have been paid. The company has this year, from its profits, retired \$38,896 66, which has been placed in the hands of trustees to create a sinking fund, which it is intended to increase annually, so that there will be a fund to meet any contingencies which may occur and ultimately pay off the bonds of the company. The controlling interest in the road is now owned by the Pennsylvania Central Railroad Company.

#### Vermont and Massachusetts Railroad.

The earnings of this road for the years ending November 30, 1859 and 1860 was as follows:

|       |       |
|-------|-------|
| 1859. | 1860. |
|-------|-------|

|                            |              |
|----------------------------|--------------|
| Earnings..... \$246,798 15 | \$254,826 37 |
|----------------------------|--------------|

|                |            |
|----------------|------------|
| Expenses ..... | 140,481 01 |
|----------------|------------|

|                  |
|------------------|
| ..... 136,089 96 |
|------------------|

|                    |              |
|--------------------|--------------|
| ..... \$106,817 14 | \$118,736 41 |
|--------------------|--------------|

|                |           |
|----------------|-----------|
| Interest ..... | 57,422 08 |
|----------------|-----------|

|                 |
|-----------------|
| ..... 55,496 08 |
|-----------------|

|                          |             |
|--------------------------|-------------|
| Surplus..... \$48,895 11 | \$68,240 38 |
|--------------------------|-------------|

|                                      |              |
|--------------------------------------|--------------|
| Net earnings for the two years ..... | \$112,185 49 |
|--------------------------------------|--------------|

#### Pittsburg, Fort Wayne and Chicago R. R.

The Pittsburg Chronicle says that the plan for the re-organization of this road has been perfected, and copies of the agreement have been sent to the President to be signed by those bondholders who desire to become parties to the arrangement. The agreement may be signed by the bondholders in person, or they can give a power of attorney for their execution, the necessary papers for which will be forwarded them on application.

#### Chicago and Northwestern Railway.

The extension beyond Oshkosh is rapidly approaching Appleton, the rails being laid at the rate of three-fourths of a mile per day. It is estimated that the road will be completed by the middle of January.

#### Baltimore and Ohio Railroad.

We gave on the 1st instant the report of the President of this road. We have since received that of the Master of Transportation, from which we make the following extracts relative to the operations and transportation for the past year. The whole report of the Master of Transportation is interesting and valuable.

#### TONNAGE TRANSPORTATION.

The revenue from this source, on the Main Stem alone, exhibits an increase of \$296,056 34 over that of 1859—the amount now being \$3,224,467 50 to \$2,928,411 16 in that year. This increase is equivalent to 10 10-100 per cent.; and the tonnage revenue bears, to the whole revenue of the Main Stem, a proportion of 82 21-100 per cent.

*General Tonnage and Mileage.* With an improved accuracy and system in keeping the accounts of the business of the road, a much more minute and thorough statement of the details of its freight business is presented than at any time heretofore.

The grand total of tonnage hauled (exclusive of the material for the company's own use) has swollen from 897,496 tons in 1859 to 1,029,822 tons, showing an apparent increase of 132,326 tons, which is equal to 18 62-100 per cent. of the total of 1859.

The mileage returns show that a grand total of 198,457,965 tons of freight, paying a revenue to the company, was hauled one mile on the Main Stem and Branches, as against 176,111,991 tons in 1859—the increase being 22,345,984 tons one mile, or 12 68-100 per cent. On the Main Stem proper, the mileage was 184,827,145 tons. In 1859 it was 163,894,423 tons—the increase in 1860 being 20,932,722 tons carried one mile, or equal to 12 77-100 per cent. Of this increase nearly 16,000,000 were in the coal trade, and more than 4,000,000 in the increased through business—the remainder being in the mixed local traffic.

The eastbound tonnage on the Main Stem proper (excluding that to Baltimore from the Washington Branch) amounted to 748,766 tons, as against 181,857 tons bound westward, being an increase of the former of 115,397 tons, and in the latter of 5,400 tons.

The material hauled during the year 1860 for the use of the company, for repairs of track, bridges, etc., fuel for locomotives, etc., amounted

to 124,682 tons (not including ballast, etc.), being 12 89-100 per cent. of the quantity of business paying freight. The mileage upon this was equal to 11,960,991 tons one mile, and bearing a per cent. of 6.2-100 to the mileage of the paying business of the road.

*Demand and Value of the Tonnage to and from Baltimore City.*—By an examination of the general table of tonnage and mileage, it appears that the business of the road, to and from the city of Baltimore, during the past year, has been exceedingly large. The quantity of freight of all kinds, and from all sources, brought to Baltimore by the road during the year, is 700,086 tons, while that taken from Baltimore is 208,957 tons, making an aggregate of 904,042 tons. Deducting this aggregate from the total tonnage hauled on all parts of the road in 1860, it proves that but the relatively small portion of 125,780 tons was independent of the attraction of the city of Baltimore.

Computing the value of the coal brought to Baltimore, and enumerated in the above aggregate of tonnage, at \$1 per ton (including the freight paid the company), it would show the total value of that article at Baltimore to be \$1,602,156. Deducting the 400,539 tons of coal brought to Baltimore from the 904,042 tons of freight to and from Baltimore during 1860, it would leave 503,503 of miscellaneous trade. Safely assuming, by careful estimate, that the average value of this freight was \$68 per ton, it would show valuation of \$34,245,000. Adding the value of the coal to this, as already stated, it would show a grand total of \$35,847,156 as the valuation of the freight transported during the year 1860 by this road to and from Baltimore.

*Through Merchandise Trade.*—That total tonnage through, in 1858, was 224,863 tons; in 1859, 210,843 tons; and in 1860, (including 1,998 tons of river freight loaded at Moundsville is 224,531 tons). The actual increase of the through trade in 1860, over that of 1859, is 13,688 tons, of which 18,947 tons is in the eastward bound, with decrease of 259 tons westward. The westward freight, for points beyond the termini of the road, is greater by 2,407 tons, than in 1859. The large falling off in freight to Wheeling, for local consumption (pig iron, &c.) in 1860, makes the apparent decrease westward. Computing, indeed, the business of that description only (viz: to and from points beyond the termini of the road), it will be found that the through traffic of 1860 was larger than that of any previous year.

Of the 56,483 tons received from the Central Ohio road, 18,049 were in live stock. In 1859, the live stock from the same source was 8,278, the increase being 4,771. The quantity of through produce received from the Central Ohio road is 43,484 tons, while in 1859 it was 42,972, being an increase of 482 tons. The gross increase of through freight from the Central Ohio road, as by the above table, is therefore 5,233 tons.

*The Coal Trade.*—The quantity of coal hauled in 1859, and paying freight to the company, was 848,729 tons, while in 1860 it is shown to have been 427,798 tons, or an increase of 84,054 tons—equal to 24 45-100 per cent. In 1858 the quantity was 882,797 tons, or 94,996 tons less than in 1860, although the trade of 1860 was not so large as that in 1857, before the financial revolution of that year. In addition to the above returns for 1860, there were 4,726 tons of coal hauled from the Clarksburg mines, on the North-western Virginia road.

The revenue from the coal trade, on the Main Stem, in 1860, was \$1,098,195 84, while in 1859 it was \$875,952 50; the increase for the past year being \$217,243 34, or 24 8-100 per cent.

Evidences of an enlarged demand for the superior semi-bituminous coals, from the Cumberland, George's Creek, and other mining regions on the Baltimore and Ohio Road, are offered in the further success with which this article has been used for the past season, as a fuel for locomotive engines. Numerous Eastern railroad companies have fairly tried and fully approved it for this object, and report it as possessing great advantages in economy, either when compared with wood or with other coal. The New York and Erie, the

Hudson River, the Boston and Maine, the Eastern, the Kennebec and Portland, the Boston and Providence, the Boston and Worcester, the Philadelphia, Wilmington and Baltimore, and other Eastern roads, have thus endorsed its value. Nor has its merit as a locomotive fuel been entirely overlooked by the Western railroad companies. Intelligent officers of several of the leading lines in Ohio and Kentucky are at this time contemplating its use on their lines, for which ample facilities are at their command for its transportation through Parkersburg, or Wheeling, in good condition and at moderate rates.

The gas coal, from the Newburg, Fairmont, and Clarksburg Mines, has also received a renewed approval; and its consumption has increased during the last few months, with prospects for a permanent and much more enlarged demand.

*Live Stock Trade.*—The figures under this head present remarkable results. The entire tonnage of the live stock trade, for 1860, is 36,859 tons (excepting that delivered at local stations), against 26,468 tons in 1859—the increase for the past year being 9,891 tons. Of this increase 7,517 tons is in through stock trade, and the remaining 2,374 tons is from the local stations. The aggregate number of hogs brought to Baltimore in 1860 is 140,271, against 137,175 in 1859, showing an increase of 3,096 head.

The cattle business, both local and through, has been materially extended. The number of head of cattle loaded at Wheeling has been 9,873, as against 8,317 in 1859. At Parkersburg there was loaded 8,369 head, as against 5,179 in 1859. The aggregate tonnage of through cattle last year was 10,570, as against 5,222 tons in 1859—the increase being 5,348 tons or 102 41-100 per cent. In 1858 the through tonnage was 2,716.

Nor should this extraordinary accession of through trade in so important a feature be regarded as temporary or casual. It is simply the result of efforts made by this company, and its connecting lines forming the "Baltimore and Ohio route," from Southern and Central Ohio, Indiana, Illinois and Kentucky, to Baltimore, Philadelphia and New York. This trade, which has now grown very large from the demand caused by the increasing population of the Atlantic cities, has heretofore sought the more Northern lines, in view of their having been the first completed to the West. It is but now, since the proper facilities for transfer of cattle, feeding, etc., have been matured, that the shippers are turning their attention to what they must regard as the most direct, as well as the most natural and convenient route, even to their largest market, the city of New York.

*The Flour Trade.*—There has not been a large variation in the aggregate, under this head, for the past year. The total number of barrels brought to Baltimore has been 820,525 1/2. In 1859, it was 784,574—the increase in 1860 being 35,951 1/2 barrels. The quantity of through flour (from points upon or beyond the Ohio river) has been 852,418. In 1859 it was 468,067 barrels, showing a decrease of 110,654 barrels. From local sources on the Main Stem the receipts at Baltimore for 1860 are 428,894 1/2 barrels, and from the Washington Branch 44,318 barrels, as against 287,790 1/2 and 31,647 barrels respectively in 1859, showing an increase of 135,604 barrels in the Main Stem local trade, and 12,671 in that of the Washington Branch.

*Transportation of Cotton.*—There has been a considerable development in this item of the through transportation on the road during the past year. In 1859 the number of bales hauled was 6,888, while during the past year it has been 14,181 bales, showing an increase of 7,293 bales, or 105 87-100 per cent. In 1858 the number of bales brought by the road was but 3,014. All of this business, with the exception of about 2,000 bales for local consumption, was destined for the Eastern manufacturers, or for shipment to Europe.

The extend to which this great staple is moved from the Southern and South-western States would hardly be realized without an examination of the most reliable statistics. For several years past

that portion of it which is shipped from Western Tennessee has shown a tendency to seek the seaboard of the Eastern and Middle States, by way of the Ohio river and the railroad lines leading eastward from it. In the statistical year of 1860, ending with the 1st September last, the total crop of the United States was 4,670,417 bales. Of this, there were shipped from the Memphis and Nashville markets 422,448 bales. Of this, 111,126 bales went by the Ohio river, and thence by the lakes, canals and railroads to the East. In 1859 the quantity was 90,074 bales; in 1858 it was but 28,800 bales.

In view of the disposition shown by the shippers to compress packages of cotton into such dimensions as will enable it to be carried more economically, and in view, also, of the tendency towards such an increase in its extent as to offer a steady source of business to the railroads—sufficient to enable them to make special provision for its carriage—it is likely to become a much larger item in the through trade of this line hereafter.—Had the company possessed the power to re-ship cotton to Europe from Baltimore, on advantageous terms, during the past year, and had it specially invited this trade for that destination, it is believed that the business would have been more than quadruple that shown in the above return.

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WILLIAM MERRITT, Supt.  
Boston, Nov. 24, 1860. tf

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| 10. " 18 " " 1 to 1.23. "        | 22. " 32 "   |
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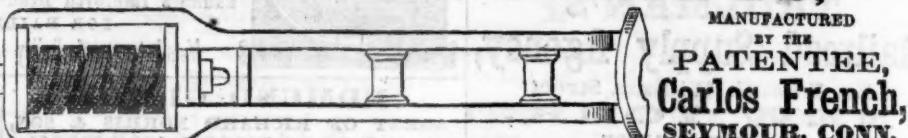
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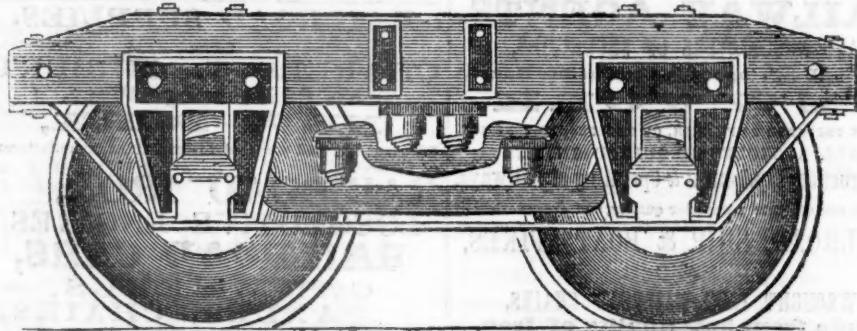
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